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364 • October 2003

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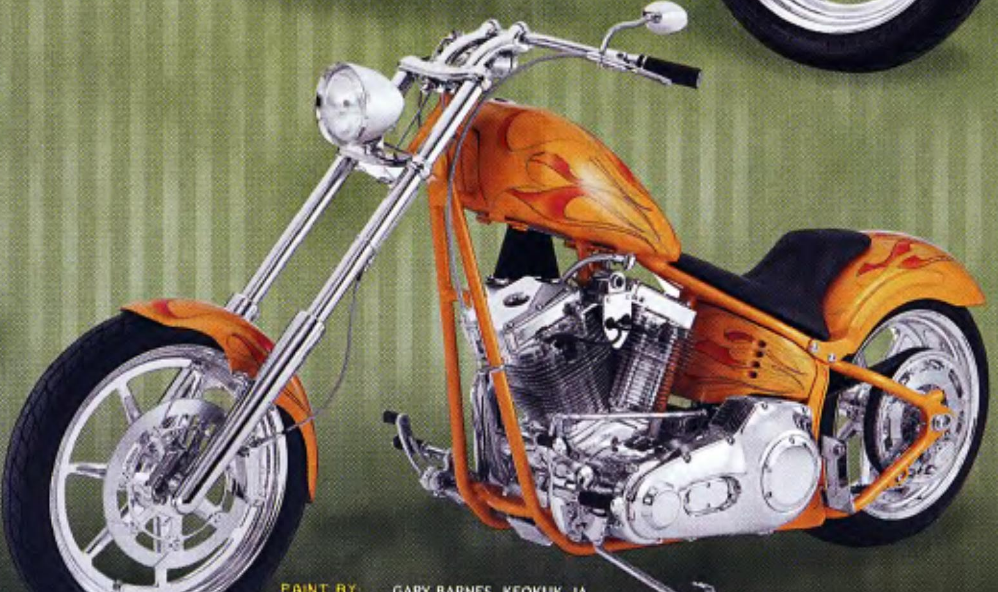

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TakingItEasy

From our "High Crimes" Dept: This guy chose to speak for himself in his challenge of his marijuana conviction. He argued that his right of "substance orientation" was similar to someone's right of sexual orientation. After his session (which he began by waving hello to the justices), he told them that his entire courtroom wardrobe was made of hemp and that he had taken **a few hits of hashish** beforehand. He said he was happy, hungry and relaxed, but not impaired. Hey, *we* should hire this guy!

At a court appearance in Australia, to answer charges of unsanitary food at his Rajah Sahib Tavern and Tandoori Grill, he denied that the moldy items inspectors found were part of his restaurant's fare. **Moldy relish,** 8-year-old pickles, a bowl of chili's topped with mold and a moldy jar of salad dressing were all his personal foods, he said. Besides, "It was scum, not mold." (After all, scum is yummier than mold. Everybody knows that.)

A luckless robber had little success robbing a bank in Florida. He was identified despite having stuck several **sanitary napkins** on his face (one would assume he was trying to hide his face) and was given a 10-year sentence.

A prominent surgeon appeared before a state legislative committee to argue that doctors shouldn't have to pay so much money in malpractice awards and insurance premiums. He was trying to minimize the harm suffered by a woman (not his patient) who lost both breasts because of error in cancer diagnosis. **"She did not lose her life,"** the surgeon said cheerfully, "and with plastic surgery, she'll have breast reconstruction better than she did before. It won't be *National Geographic*, hanging to her knees. It'll be nice, firm breasts." (Thanks, Doc. What a wonderful consolation.)

An English university with a small Arts Council grant, tested what six Sulawesi crested macaque monkeys would do on a computer over a four-week period at a zoo. The newspaper reported that the **monkeys** produced about five pages of tests between them, mostly consisting of the letter "S". A professor said they actually spent a lot of time sitting on the keyboard. (I'm pondering the benefits of this study.)

A woman who was trying to escape from the police was finally caught after **she hit an officer with her car.** But—now get this—she said she wouldn't get out of her car until she finished her beer. (Right on! We like people with a mind of their own.)

An animal control officer responded to a call about a snake in a bathroom. When he got there, he found that the snake was actually **a hair band.** And in another similar incident, police responded to a home when a woman called 911 saying a group of 30 cannibals from Yacolt were trying to break into her house. Once on the scene, the cops turned up no cannibals. They looked high and low but couldn't find any.

A trucking company was ordered to pay a $2.7 million legal judgment because its only employee smoking area was across a 100-yard, poorly lighted parking lot, where a 55-year-old smoker was **accidentally run over** returning from a break. (Just goes to show that you should pay heed to the warning on the cigarette packages.) And another tobacco story—a man died of head injuries caused when he opened the door of a moving car to spit tobacco juice and fell out.

Fresh from our "Tough Love" File: A psychiatrist was scheduled for a disciplinary tribunal after allegedly belting a patient with **a frying pan and a wine bottle** when the patient said the psychiatrist should retire because he was "past his sell-by date."

A few more actual statements found on insurance forms where car drivers tried to summarize the details of an accident in the fewest words possible: "I told the police I was not injured, but on removing my hat found that I had a fractured skull."

"I was thrown from my car as it left the road. I was later found in a ditch by **some stray cows."**

"To avoid hitting the bumper on the car in front, I struck the pedestrian."

In China a recent ploy for employees who are owed back pay is not to sue but rather to make serious attempts to **commit suicide in public.** One construction worker who dangled from a high-rise said, "There was no other way to get what the company owed us."

A guy wanted to buy lettuce by the leaf rather than the head. He was told he couldn't do it so he walked out (in front of a police officer) with the **lettuce leaves** anyway. (He was charged with robbery—I wonder how much time you get for stealing lettuce leaves.)

Now I've been known to imbibe from time to time but.... A man was fined $240 and given a six-month suspended sentence for his **no-contest plea** to creating a false fire alarm. It seems he was celebrating his 21st birthday at a bar-and-grill, and as he staggered down a hallway to the men's room, he mistakenly urinated on the floor and pulled the fire alarm thinking it was a toilet's flushing mechanism. Heh, heh...I like that one.

Some illegal immigrants from Mexico choose to enter the U.S. through a desolate mountain-desert area east of Yuma, Arizona. But in May of 2001, 14 of them died of dehydration in a blistering sun. In April of 2003 their families filed a $42 million lawsuit in Tucson against the U.S. Interior Department for having failed to install **water stations** in the area. (I'd sure like to know the outcome of that one.)

Your cops are working for you! A police chief instituted an **advance-reservations** system at the jail for activists who wanted to be arrested for protesting a visit by President Bush. Now that's thinking ahead!

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 364 • OCTOBER 2003

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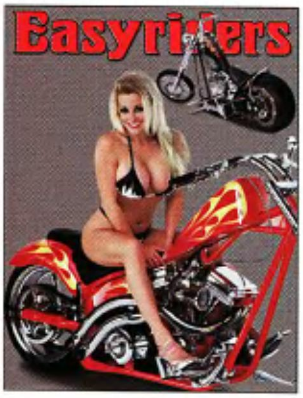

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Chopper's Inc. Booster's scoot shot by Don Rogers. Perewitz choppah and killer Kathy by Mark Langello. Special imaging by Mark Evangelista.

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WordMonger

Sneakers

I just finished reading the June 2003 issue, and it seems like more and more "bikers" are wearing sneakers and some with shorts.

Example: "8s and Aces." Kick-ass looking bike, nice article about it, then the "biker" seen sitting on it is wearing SNEAKERS!

Next article: "S&S 145 Tribute." I loved the guy with the white shirt, black shorts and matching SNEAKERS! Then, of course, the bright yellow bike and the rider is wearing SNEAKERS!

Next: "Something Wicked This Way Comes." Everything looks shiny and new—wonderful—and, of course, the guy sitting on it—Hey! Guess what? He's wearing SNEAKERS!

Next you have the General Lee Redneck wearing SNEAKERS!

Need I say more? What the fuck? Where have all the bikers gone? Guess they're out buying SNEAKERSSS.

Pete "the Polak"
Massachusetts

The above letter was brought to you by the fine folks at Keds.

Insurance

Just read the July '03 issue and the article about custom insurance. The article said to stick with the nationwide companies like BROS Club and Progressive.

For your information, I've have tried Progressive (before the July issue came out), and they told me they only did stock Harleys but NO custom bikes! What's up with that?

I ended up going through a local company but paying way too much. Is the article wrong or did they lie to me?

2001 Custom Owner
Somewhere in Cyberspace

Neither one. Progressive does insure SOME customs, not all, and not in every state...just like the article stated. For example, Oil Can's (Big Bear Chopper) ride had full coverage in Calif., but could get Liability ONLY in Arizona. Read on.

Please pass on my compliments to Oil Can on his registering custom bikes and especially his insuring custom bikes articles. They were excellent.

I've been an insurance agent for 20 years and have tried to tell people this. He was very accurate, and I will pass this on as a third party opinion to people trying to insure and register these bikes. Maybe if they read your great magazine, they will start checking stuff out before throwing $30,000 into a bike.

Lynn Hoffman
Illinois

A Bone To Pick

In your June '03 issue, there's a feature called "General Lee." On the tank of the bike there's a Confederate flag with 17 stars on it. As far as I know, there were only 13 confederate states. There are four stars too many on the bike.

Big Clint
Tennessee Colony, Texas

Clint, if you are counting the stars in the paint of one of our bike features you have too damn much time on your hands.

A Very Observant Reader

I would like to point out that on Page 79 of your June issue you attribute the line "Something wicked this way comes...." To Ray Bradbury, when it was originally written by Shakespeare in Act 4 Scene 1 of *MacBeth*:

"By the pricking of my thumbs./Something wicked this way comes./Open, Locks,/Whoever knocks!"

Sean Kantorowicz
Another one out there in Cyberspace

Paul Garson, didn't attribute "the line" to Ray Bradbury; Paul said "a nod," referring to the title of a classic Bradbury novel that explores the embodiment of wickedness. When a person cites Hemingway's novel For Whom the Bell Tolls, *it is taken for granted that the title of the book alludes to a work written by the poet John Donne.*

Not Cool

I have a little advice for riders who have highway pegs or extended forward controls on your bikes, where you lay the heel of your boot over the top. If you think you are cool by placing your feet there after every shift during light-to-light start and stops, you aren't. You look like a dork! My wife and I just wait for the laugh when we see them. Highway pegs are exactly that—for the highway.

Harley Riders in Texas

Thanks From Over There

First, thanks a lot for the magazines you sent to a buddy over here—we've enjoyed them greatly.

Here is a picture of us and the mags. Our names are Michael Ryan and Nathan Bardin—ship's name is USS Ashland LSD-48. Our rank would be Petty Officer Ryan and Petty Officer Bardin or DC2 (sw) Ryan and BM3 Bardin. However you guys want to write it, it's all the same. We would greatly appreciate it if you could include the photo in your magazine.

BM3 Bardin and DC2 Ryan

Raisin Pie

I've been reading your rag for over 20 years now and still look forward to every issue. Not once in all this time have I been forced to buy it. I do so willingly. But in just about every "WordMonger" column there is a letter from someone who must be forced to buy it. They complain about the types of bikes or babes in your pages. Quick fix: DON'T BUY IT. Maybe *Biker* is the type of rag you're looking for. I get both. It evens it out. Hearing the same bitches every month is getting pretty old.

You guys keep up the good work and eat the whole raisin pie.

Tom Massie
Cyberspace again

A Bit of Humor

In reference to your "Taking It Easy" column in the July issue, the bonehead science professor wasting four years on a $25 traffic ticket reminds me of a story where this cop stops a guy for rolling through a stop. The cop gave him a ticket and the guy said, "Well, I did slow down." The cop says, "Let me show you the difference between slowing down and stopping." He takes out his billy club and starts tapping the guy on the head. "Now," says the cop, "do you want me to slow down or stop."

Think the professor could understand this approach?

Rick Soules
Lansing, Michigan

A Daytona Tale

On my way to Daytona Beach, I had the pleasure of riding my 1986 FX from El Paso, Texas, all across the southeast. Along the way I had some great experiences, like Springfest in Tallahassee, Florida, in the company of Rick Clevenger and the Vietnam Vets group.

Along the way I also had some bad experiences. My belt guard broke and carved up my rear tire—a built-in Harley defect. I made it to Ocala, Florida, where I purchased two new tires and tubes from H&B Cycles of Ocala who installed them and I was on my way. Sixty miles east of Ocala the rear tire went flat due to a pinched tube. I finally got a wrecker to haul me to Daytona Harley. J.D. treated me well and fixed my problem. To all the bikes that blew by me in the ditch, kiss my ass. Thanks to Walt from Heads Up Products Inc. for checking on me!

I rode to the Keys, just to say I did it. In Ft. Myers at a custom bike shop whose name I can't remember, my speedometer was patched—thanks! In Plant City I found a must-stop for ya'll, the Farmers Market restaurant.

Then back to the Panhandle and a visit to Dog Island for a couple of days. North to Huntsville, Alabama, where a Polaris dealer sold me a used solenoid to get me home. Thanks, good people far outweigh the bad.

Keep up the good work on your mag. Ride safe.

Ted M. Harlan
El Paso, Texas

Back In The Wind

My squadron just got back from Kuwait, and I took a lot of crap 'cause I carried a photo of my Hog instead of my ol' lady. Point is I really looked forward to getting' in the wind again.

But three months of no preventive maintenance caused a few problems. I tried to hop on it and ride (dumb jarhead). But being the stupid leatherneck that I am, I just wasn't going to let a few mechanical difficulties stop me. I fixed everything (blown fuel line in the Thunderjet, rear brake assembly fell off, lost an exhaust bolt, etc.), but when the headlight fell off, I had an issue. I didn't see it go and lost the retaining ring that holds it on. Thank God for electrical tape.

Sgt. John Sanders
Beaufort, South Carolina

And we thank God you're home safe.

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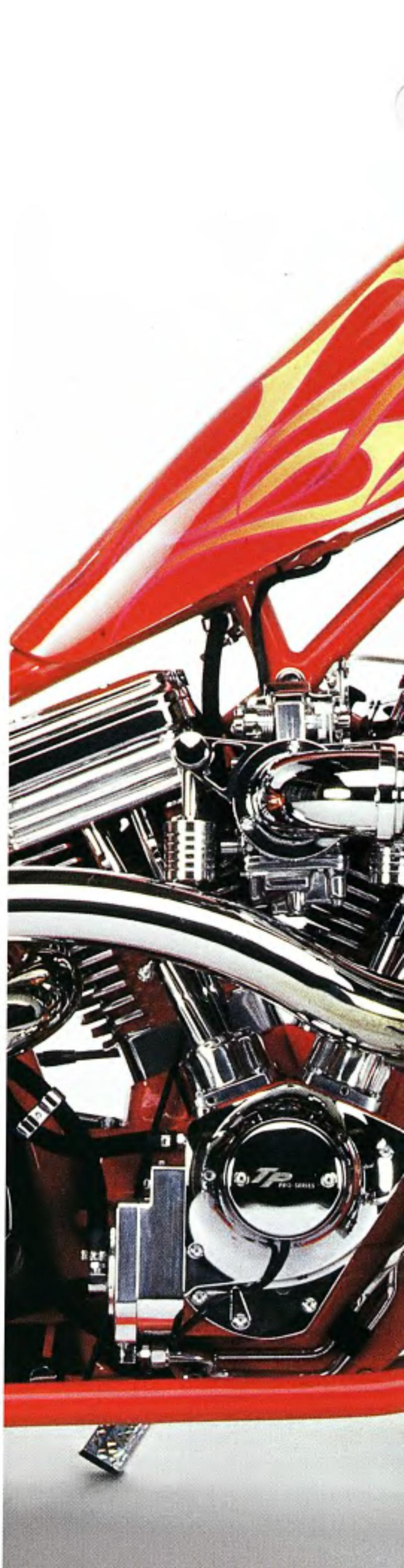

THE OL' SWITCHEROO

One Cycle Fab Custom Traded For Another

Steve Salsbury and Dave Perewitz go back a ways. They're buddies, have been for years. "Naturally, I built a bike for him, too," Perewitz says, "a tasty little Road King."

Steve loved it, rode the wheels off it, even made a couple magazine spreads with it. But Steve's no different than so many other guys Perewitz sees coming through the shop. After a while he wanted a change. As nice as the King was, "he saw himself on a choppah."

Well, now he's on one. Not just any chopper, either. Steve's liquid-red House of Kolor and Perewitz-flamed beauty is a bona fide crowd pleaser. It's a runner, too. Since settling himself into his new Danny Gray saddle he's gone so far as to sell his faithful, go-anywhere Road King, that's how comfortable he is on the chop. And he's on it a lot.

When Steve's pal, Perewitz, recently made his Discovery Channel *The Great Biker Build-Off* ride all the way from Pensacola, Florida, to Dallas, and showed up with about 60 of his closest friends—which put the TV show's production crew into conniptions—Steve was right there in the thick of things with his own chopper, riding all the way.

"I'd had this particular chopper configuration in mind for a while," says the guy who built it. "I just hadn't had the opportunity or the time to get it done."

See, before Steve came in talking about switchin' rides Perewitz's Cycle Fab hadn't yet done a right-side-drive chopper. Obviously, Cycle Fab's done quite a few since, especially after seeing how Steve's bike turned out, how it rode, and how it handled. But this was the first.

And the difference in ride and handling is just phenomenal, Perewitz says, "like night and day." The improvement, of course, comes from evening out the weight a little, getting some of the big pieces over to the right side to center-weight the motorcycle. The result is a bike that tracks like it's on rails, with none of that lean-to-the-left so prevalent, and annoying, on big-tire choppers with a conventional left-side drive.

Given the chance to incorporate that bit of engineering, along with a couple of other tricks he'd been wanting to apply, Perewitz was more than happy to oblige when Steve made his bare-bones request. Trusting Perewitz's judgment, Steve gave his pal carte blanche as to the look and overall feel for the new bike.

"I know him, and I know what he'd like," Perewitz says. After getting a general input from Steve, the parts selection and manner of assembly was all Cycle Fab. It shows.

The bike is pure Perewitz. Starting with a Daytec softail-style frame, ordered and delivered with one of Phil Day's ultra-clean Stealth swingarms. Perewitz fit in a 121-inch TP Engineering motor and a 5-speed Baker, hooking them together with a wide piece of rubber from BDL.

Up front he chose a 12-over Perse Wide Glide, the 41mm version, filling the axle with a 21-inch Performance Machine wheel and a skinny Avon. The style-matched setup at the rear is an 18-incher mounting Avon's biggest, the AM42 250/40-18.

As to cosmetics, Perewitz says, "I don't have the slightest idea what that tank was that we started with. It was just something laying around the shop, an old Sportster-style piece." It's since been stretched out a bunch and smoothed all over. Perewitz does know where the fenders came from, though: Russ Wernimont. "I buy all my blanks from Russ," he says. Perewitz uses them as starting points for whatever project's currently on the table.

Steve's bike didn't waste much time on that table, though.

A quick six-months after getting the chopper itch he had it scratched. He doesn't mind all the attention the bike draws, either, and with that mighty TP Engineering 121 motor the bike moves right out; "flat screaming," Perewitz says. It roars through a set of Grumpy's pipes.

So what's next? Nothing right now, Steve Salsbury's happy on a chop, especially when it looks, runs, and rides like this one. But if he should ever change his mind....

To get your own genuine Dave Perewitz choppah, call 508-697-3595. —*Joe Kress*

Owner: ....Steve Salsbury
City:....................East Bridgewater, Massachusetts

General
Fabrication: ....Cycle Fab
Year and make:........2002 Chopper
Model:........Perewitz RSD Chopper
Assembly: ....Perewitz Cycle Fab
Time:...............................6 months
Chroming: ....JC

Engine
Year and model: ....2002 TP Engineering
Rebuilder: ....TP Engineering
Ignition: ....Crane HI-4
Displacement: ....121 cubic inches
Lower end: ....TP Engineering
Balancing: ....TP Engineering
Pistons: ....TP Engineering
Cases: ....TP Engineering
Heads:....................TP Engineering
Cam: ....TP Engineering, 600
Lifters: ....TP Engineering
Carb(s): ....Mikuni, HSR 45
Air cleaner: ....Wimmer
Pipes: ....Grumpy's
Mufflers:.................................none

Transmission
Year: ....Baker RSD
Shifting: ....5-speed, foot
Engine sprocket:......................BDL
Trans sprocket: ....BDL
Wheel sprocket: ....Performance Machine, 65-tooth

Paint
Molding: ....Ron Landers
Painter:......................................Jay
Color/type:...........custom mix red, House of Kolor
Special paint: ....flames by Dave Perewitz

Frame
Year:.......................................2002
Builder: ....Daytec
Type: ....softail-style Stealth ....swingarm
Rake: ....40 degrees
Stretch: ....5 inches up / 2 inches out

Accessories
Bars:..............................Arlen Ness
Risers: 8-inch
Fender(s): ....Russ Wernimont/ Cycle Fab
Headlight: ....Headwinds
Taillight: ....Cycle Fab LED
Pegs: ....Performance Machine
Electrics: ....Cycle Fab
Gas tank: ....Cycle Fab
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Mirrors: ....Arlen Ness
Grips: ....Arlen Ness

Forks
Type: ......Perse Wide Glide, 41mm
Extension: ....12 inches over
Builder: ....Cycle Fab

Wheels

Front
Type:...........Performance Machine
Size:....................................21-inch
Rim width:.......................2.25-inch
Tire: ....Avon, 90/90-21
Brake: ....Performance Machine

Rear
Type:...........Performance Machine
Size:....................................18-inch
Rim width:..........................8.5-inch
Tire: ....Avon, 250/40-18
Brake: ....Performance Machine
Photos:....................Mark Langello

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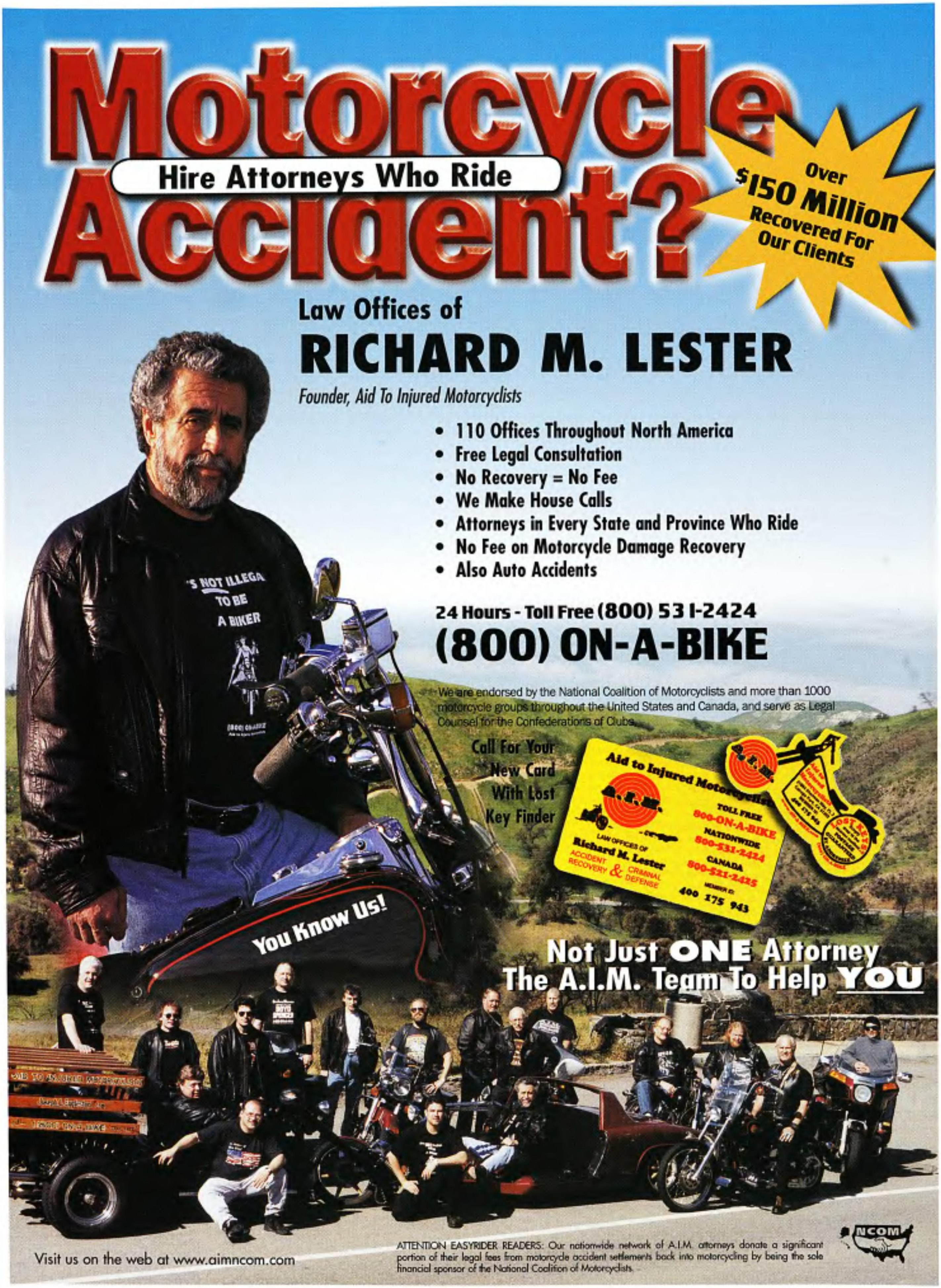
©2002 H-D. Shown: FXRG® Tour Rider Jacket. Men's: 97100-02VM/Women's: 97100-02VW.

"Miss, I need to inform you that bribing an officer with cash is a serious crime. However, a blowjob is perfectly acceptable...."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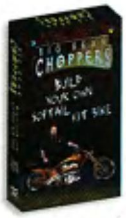
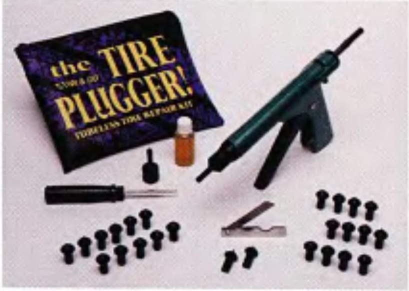
PartsBox



Big Bear Choppers' New And Improved Build Your Own Softail Kit Bike Video Is Aimed At The Home Bike Builder

Clocking in at two hours and 15 minutes, Big Bear Choppers' new how-to video deals with the construction of Big Bear Choppers' Venom ProStreet. According to Big Bear Choppers' driving force Kevin Alsop, many of the tips and tricks presented in the video will apply to any kit bike. Kevin says that the video will save builders time and money while helping them avoid those costly mistakes made by the first-time kit builder.

The new Build Your Own Softail Kit Bike video retails for $29.95 and is available online at www.bigbearchoppers.com or call the shop for more information at 909-878-4340.



Versatile Tire Plugger From Stop & Go To Fix Flats For The Rider On The Go

Most motorcyclists do want to repair their tire on the spot and don't want to take apart the front or especially the rear tire. This is where the Stop & Go Tire Plugger can come in handy. This compact repair kit allows for an on-the-spot and on-the-wheel repair to virtually any tubeless tire, according to the manufacturer.

The Plugger is a spring-loaded gun that "drives" the repair plug into the hole. The shaft of the repair plug will expand under pressure to fill the puncture. The mushroom head of the plug is designed to seat on the inner wall of the tire, allowing no air to escape.

Suggested retail price is $41.95 at most bike dealers. Periodic specials are available from the Stop & Go Web site at www.stopngo.com.

Jam Nasi Customs Internal Strut Rear Fender

Jim Nasi Customs recently introduced their internal strut rear fender to the two-wheeled world, providing one of the most sought-after custom modifications: a clean, lowered look at the rear wheel. This new setup was developed to enhance the looks of a custom bike by replacing the factory struts and taillights.

Benefiting from several years of development, this rear fender is constructed of 14-gauge steel and mounts onto the existing holes in the stock frame. The rear fender design conforms to the contours of the rear wheel and tire, offering a lowered appearance and distinctive finish.

Jim Nasi Customs also made sure that it not only works with the stock swingarm, but also with their new line of JNC billet swingarms.

The internal strut rear fender is available without a taillight, or with a custom-designed LED taillight. You provide the design and Jim Nasi Customs will build it to your specs, just like they do on their trick custom machines.

The internal strut rear fender retails for $1,095 without a taillight and is $1,995 with a custom LED light.

Call 800-964-NASI for more information, or consult the Jim Nasi Customs Web site at www.jimnasicustoms.com.

New V-twin Timing Tool

Rite On Time Tool has patented a new product that helps the do-it-yourself mechanic make the task of timing American-built V-twins much more accurate, simple, cleaner and less time consuming than conventional methods.

The Rite On Time timing tool is available now through Drag Specialties dealers in the U.S. and Power-Twins dealers in Canada. It can also be purchased through J&P Cycles online or through their catalog.

You can sneak a peek at the timing tool online at www.riteontime.net.

Performance Gains You Can Feel With Power Pacc

Doherty Machine has just announced that they've completed development of a new version of their Power Pacc air cleaner system designed for '95 to '98 Evos and '99-'01 Twin Cam machines fit with Magnetti-Marelli EFI.

Easily installed, the new kit features Doherty's rugged, CNC machined 1-piece billet backing plate and stainless mounting hardware. The new EFI Power Pacc air filtration system retails for $269.95.

For complete details call 800-956-9409 or visit www.dohertymachine.com.

Massive Telescopic Front End Kits Are Now Available Through Midwest

Midwest Motorcycle Supply says their new Fat Bastard fork kits give the bike builder access to the unique, large-diameter inverted look at a fraction of the cost of other systems on the market. These new kits feature billet aluminum fork clamps with stainless steel hardware, chrome-plated tube covers and the company's popular billet fork leg assemblies to complement any custom motorcycle project out there.

Call Midwest Motorcycle Supply at 800-325-3914 for more information or log on to www.midwest-mc.com.

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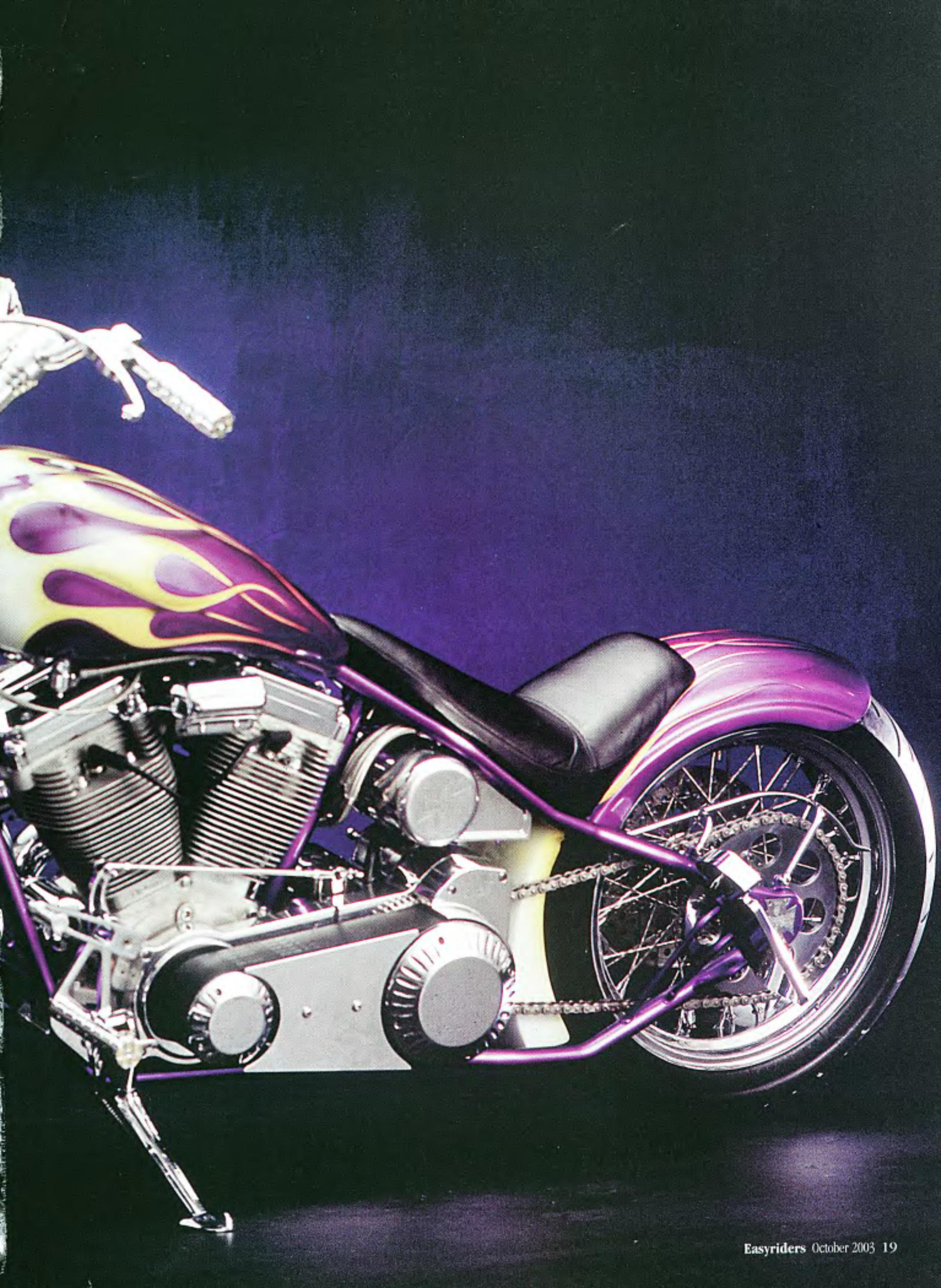
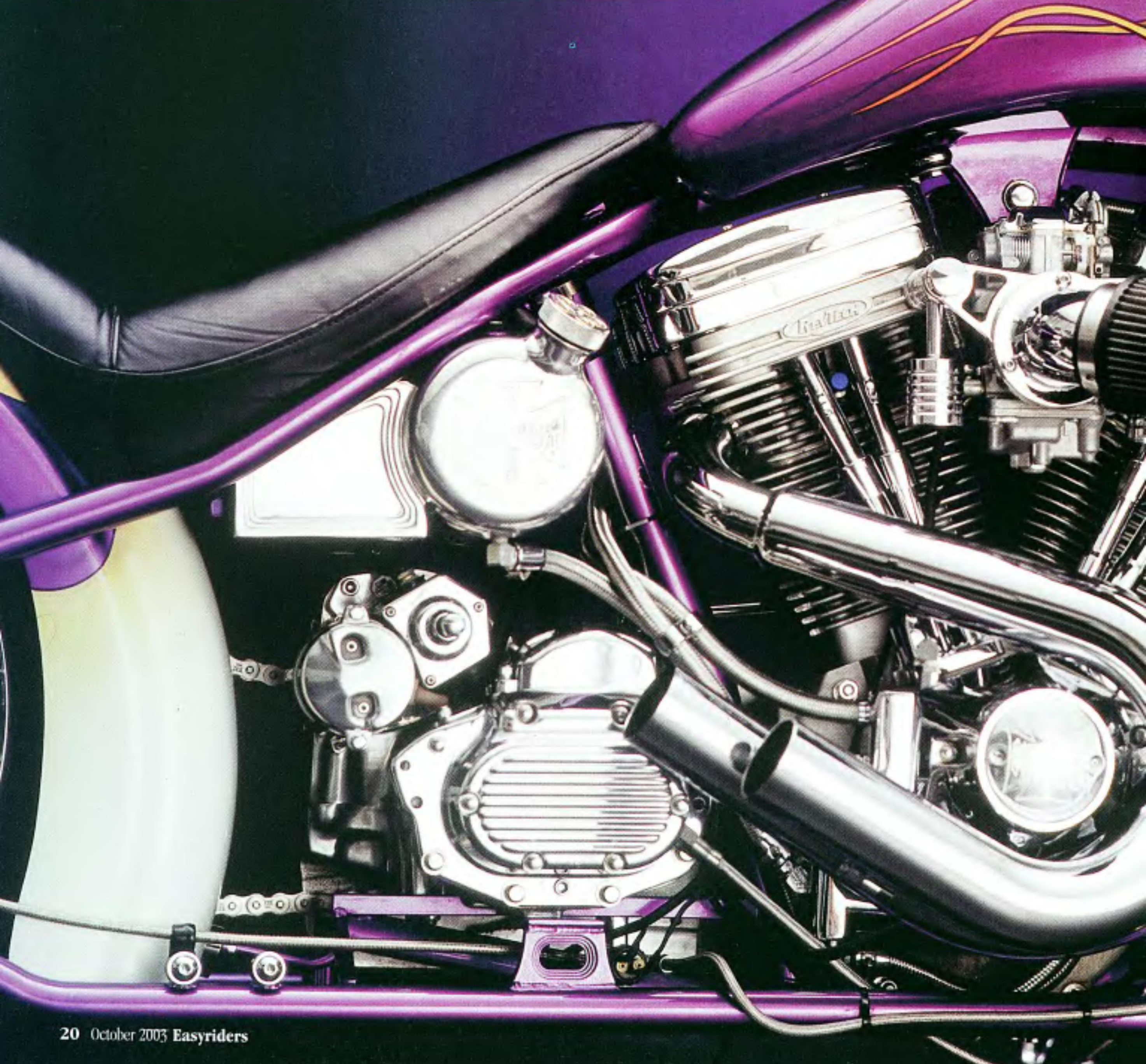
MELL'S WORK SPEAKS FOR ITSELF

MEN OF FEW WORDS

Mell's Hi-Pro is an old-school motorcycle shop that has been in business since the mid-'80s. Partners Phil Mell and Charley Conrad had been fartin' around motorcycles for more than a decade before opening this shop. Phil is the motorhead, having been drag racing Harleys for 16 years until kids and a family forced him to settle down. Charley had always been involved in the street and touring side of the sport. Together they can do most everything one might need done in the building and maintaining of motorcycles. Chris Mell runs the store, and it's his job is to make sure these things get built. The self-proclaimed "parts dude," he also owns the spray shop where they paint everything from full customs to antique restorations.

When they began building this bike, it was going to be a basic, mid-priced chop. As time and dollars grew, it got increasingly radical. The bike started life as a CFL rigid frame from West Coast Choppers.





There weren't a lot of modifications made to it other than building internal fender mounts and brazing on tubing to run all the wires internally. The fenders are also WCC items that required considerable massaging to achieve their final form. Finishing up the sheet metal chores, they utilized a Fat Katz custom made gas tank with a Paul Yaffe pop-up gas cap.

Ron Sweigart, the owner of the bike, wanted the front end kicked out beyond the WCC 38-degree rake, so they used a set of Accutronics 7-degree raked triple trees which nicely complement the 8-inch-over tubes, Arlen Ness lower legs, and a skinny 21-inch front wheel.

Phil and Charley chose to run the 100-inch Custom Chrome, RevTech motor, due to its reputation for power, coupled with dependability. It's basically stock, except for the addition of Craig Walters' Powerhouse .530 cam and lifters from MID-USA, and a Dynatek Dyna 2000 ignition. Mell's swears by this setup to really drag more ponies out of the RevTech motor. The transmission is a CCI RevTech 5-speed model. Tying the two together is a Primo belt drive, renowned both for its quality and good looks. Although Mell's is often called upon to build custom exhaust pipes for their creations, the "fuely" inspired pipes on this mad mother are Grumpy's Customs Hell Fires.

The Performance Machine brakes were a no-brainer. Ron is well known locally for his unique style of tearin' up the equipment, and dependable stopping power is a PM trademark. The rear Avon 200 tire on the 18-inch rim casts a super-wide stance on the pavement, and surely does its part to spell "attitude."

The Pavo Purple, House of Kolor paint was laid down in-house by Kane Mell, another member of the tribe (they do their best to keep it all in the family). Jerry Ebersole applied the tastefully executed flame job. The seat pan was handcrafted in aluminum by Mell's, then it was handed over to Billy Reed at K&S Upholstery to craft a seat in leather.

Mell's Hi-Pro is a no-nonsense, old-school motorcycle shop. If you're looking for fancy Web pages and dynos and all that crap, well, you might want to look someplace else. But if you are looking for a full service shop that's been around a while, a shop where experience is measured in decades, not months, and one where they can handle just about any chop defying chore in-house, then a trip to Reading, Pennsylvania, might be your smart move. You can reach 'em by calling 610-779-6355. —*Kit Maira*

Owner: ....Ron Sweigart
City: ....Robesonia, Pennsylvania

General

Fabrication: ....Mell's Hi-Pro
Year/make: ....2001 Special Construction
Model: ....chopper
Assembly: ....Mell's Hi-Pro
Time: ....9 months
Chroming: ....Atlantic Coast Plating

Engine

Year: 2001
Model: ....2001 RevTech
Builder: CCI
Displacement: ......100 cubic inches
Cam: ....Powerhouse .530
Carb: ....Mikuni
Ignition: ....Dyna
Pipes: ....Grumpy's

Transmission

Make: ....RevTech
Year: 2001
Shifting: 5-speed
Special Features: ..Primo belt drive

Painting

Molding: ....Kane Mell
Painter: ....Kane Mell
Color: ....Pavo Purple
Type: ....House of Kolor
Special paint: ....flames by Jerry Ebersole

Frame

Maker: ....West Coast Choppers
Type: ....Choppers For Life rigid
Rake: ....38 degrees
Stretch: ....4 inches
Other alterations: ....internal fender mounts

Accessories

Handlebars: ....Santee
Risers: ....Choppers Inc.
Handlebar controls: ....JayBrake
Fender: ....Front WCC, Rear Mell's Hi-Pro
Headlight: ....Headwinds
Taillight: ....Paul Yaffee
Pegs: ....Choppers Inc.
Foot controls: ....Performance Machine
Gas tank: ....Fat Katz
Oil tank: ......West Coast Choppers
Oil system: ....Rev Tech
Seat: ....K&S Upholstery/Billy Reed
Grips: ....Choppers Inc.

Front end

Type: ....Acutronics 7-degree raked triple trees
Extension: ....8 inches
Builder: ....Forking by Frank/ Arlen Ness

Wheels

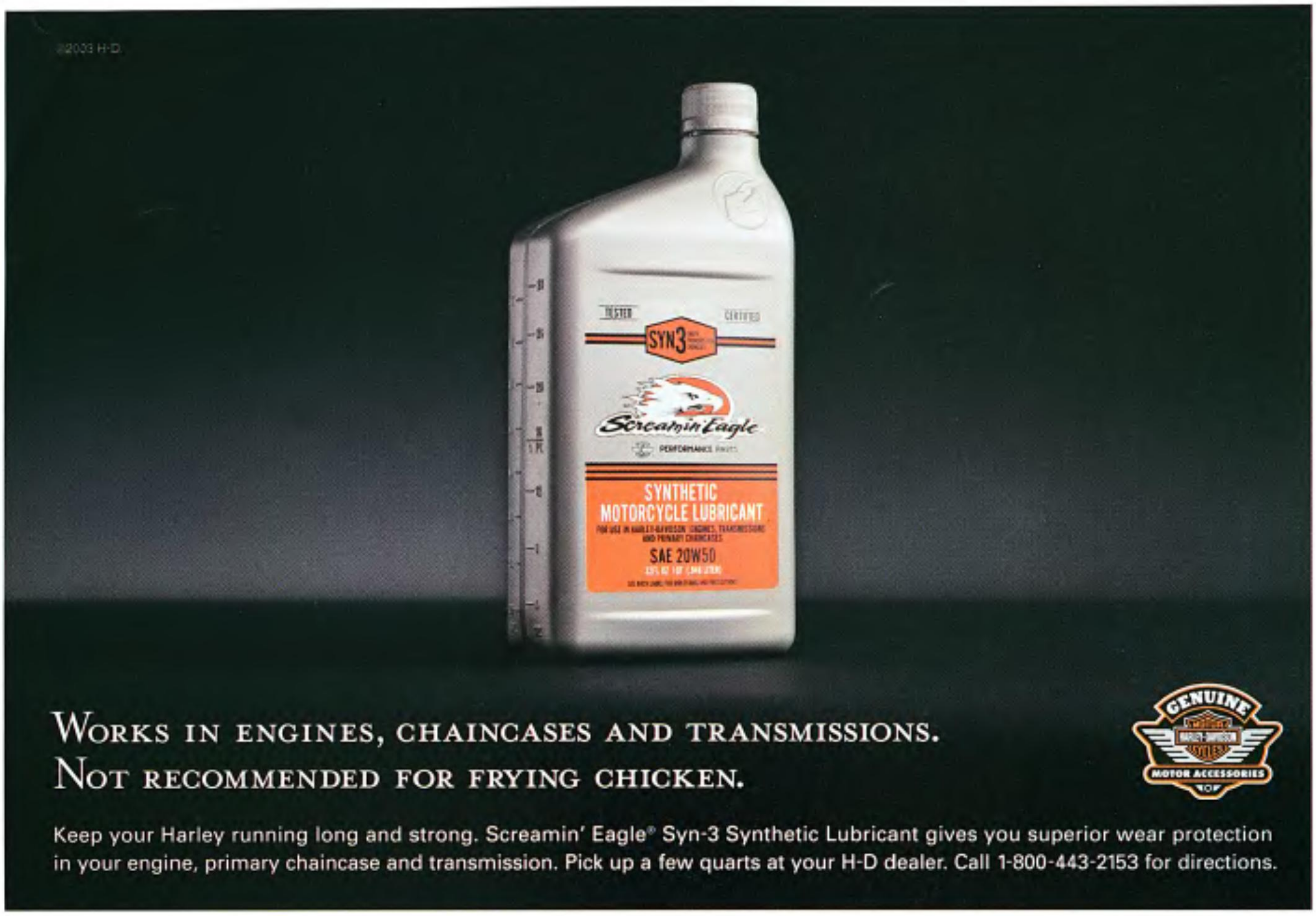
Front

Size: ....21 inch
Wheels: ....Landmark
Rim width: 2.75
Tires: ....Avon
Brakes: ....Performance Machine

Rear

Size: ....18 inch
Wheels: ....Landmark
Rim Width: ....9 inch
Tires: ....Avon 200
Brakes: ....Performance Machine

Photos: ....Joe Dell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Happenings

ALABAMA
Ride4Kids
Date: Sep. 28
Place: Birmingham
Info: www.ride4kids.org

Angel Ride
Date: Sep. 28
Place: U.S.S Alabama
Info: www.angel-ride.com

ALASKA
P.O.W.-M.I.A. Run
Date: Sep. 20
Place: Elmendorf AFB
Info: 907-344-5030

Freeze-up Run
Date: Sep. 20-21
Place: Alpine Inn, Sutton
Info: 907-274-8899

Freeze-Up-Run
Date: Sep. 27-28
Place: All bars in Homer
Info: ABATE 907-283-2655

Bikerfest
Date: Oct. 11
Place: Birchwood Saloon, Chugiak
Info: 907-688-2827

Annual Halloween Party
Date: Oct. 31
Place: Kenai ABATE
Info: 907-283-2655

Annual Thanksgiving Food Drive
Date: Nov. 8
Place: Rainbow, Kenai
Info: 907-283-2655

ARIZONA
Loners Party & Bike Show
Date: Sep. 26-28
Place: TBA
Info: 480-987-8851

River Riders Friendship Run
Date: Sep. 26-28
Place: Grand Cyn Caverns
www.riverridersmc.com

Jerome Rally/Bike Jam
Date: Oct. 3-5
Place: Gold King Mine
Info: 520-649-1632
www.jeromebike jamboree.org

21 or Bust Blackjack Shootout
Date: Oct. 26
Place: Cactus Forest
Info: 520-868-9727
www.21-or-bust.com

Rocky Point Rally
Date: Nov. 7-9
Place: Phoenix to Sonora, Mexico
Info: Arizona H-D 888-412-8339
www.rockypointrally.com

ARKANSAS
Blues & Bike Fest
Date: Sep. 19-21
Place: Heber Springs
Info: 501-362-5354
angelfire.com/blues2/

Bikes, Blues and BBQ
Date: Oct. 2-4
Place: Fayetteville
Info: 479-957-8947
bikesbluesandbbq.org

CALIFORNIA
State HOG Rally
Date: Oct. 3-5
Place: Walnut Creek
Info: 925-945-7765
www.castatehogrally.com

ABATE State Run
Date: Oct. 3-5
Place: Porterville
Info: 661-252-0515

Del Mar Classic Concours d' Elegance & Exchange
Date: Oct. 4
Place: Del Mar Fairgrounds
Info: 805-646-9566
batorinternational.com

Demolition Derby
Date: Oct. 5
Place: Hollister
www.tophatters-mc.com

Ride4Kids
Date: Oct. 5
Place: Sacramento
Info: 800-253-6530
www.ride4kids.org

All American M/C Show
Date: Oct. 5
Place: Orange
Info: 949-598-5121
www.intershows.com

American Heat Motorcycle & Hot Rod Weekend
Date: Oct. 17-19
Place: Palm Springs
Info: 800-200-4557
www.road-shows.com

Annual Night Pack Run
Date: Oct. 25
Place: Hollister
www.tophatters-mc.com

Cycle Show and Swap Meet
Date: Oct. 26
Place: Long Beach Vets Stm
Info: 714-557-1846;
www.toppingevents.com

Love Ride 20
Date: Nov. 9
Place: H-D Glendale
Info: 818-246-5618 ext. 7
www.loveride.org

COLORADO
Annual Toy Run
Date: Oct. 5
Place: High Country Custom Cycles, Col. Spgs.
Info: 719-633-5392
www.pro-promotions.com

CONNECTICUT
Marcus Dairy Cycle Sunday
Date: Oct. 5
Place: Danbury
Info: 800-243-2511
www.marcusdairysuper sunday.com

DELAWARE
MAV Fun Run
Date: Oct. 5
Place: Wilmington
Info: 302-378-3701
www.motorcycle accidentvictims.org

Shrimp Run
Date: Oct. 12
Place: ABATE Kent County
Info: www.abateofde.com

Octoberfest
Date: Oct. 12
Place: 4 Seasons
Info: www.abateofde.com

Toy Run
Date: Nov. 1
Place: ABATE New Castle County
Info: www.abateofde.com

FLORIDA
Thunder Beach Autumn Rally
Date: Sep. 25-28
Place: Panama City Beach
Info: 850 276-1474
www.thunderbeach productions.com

Annual Spooks 'n' Scoots
Date: Oct. 10-12
Place: Brooksville
Info: 813-626-0589
www.abateflorida.com

Biketoberfest
Date: Oct. 16-19
Place: Daytona
Info: 800-854-1234
www.biketoberfest.org

GEORGIA
Grove Fest Bike Rally and Poker Run
Date: Oct. 10-12
Place: Cleveland
Info: 800-836-6833
www.mountaincreek grove.net

Annual Ghosts, Ghouls & Goblins Poker Run
Date: Oct. 26
Place: ABATE District 8
Info: 706-592-1015

State HOG Rally
Date: Oct. 30-Nov. 1
Place: Savanna
Info: 888-GA-HOGSS
www.gastatehogrally.com

HAWAII
State HOG Rally
Date: Oct. 10-12
Place: Honolulu
Info: 808-637-9612
www.histatehogrally.com

IDAHO
ICMS Memorial Run
Date: Oct. 5
Place: Veterans Park, Boise
Info: 208-939-4415

Hauser Lions Poker Run
Date: Oct. 15
Place: Post Falls
Info: 208-457-1150

Haunted House Run
Date: Oct. 25
Place: Post Falls
Info: 208-457-1150

ILLINOIS
Annual HogRocktoberfest
Date: Oct. 10-12
Place: Shawnee NF
Info: 866-HOGROCK
www.hogrock.com

Walneck's Motorcycle Swap Meet & Shows
Date: Oct. 19
Place: Sandwich FG
Info: 630-985-2097

INDIANA
In The Wind Mem. Ride
Date: Sep. 21
Place: ABATE Region 8
Info: 812-459-5483

KANSAS
Poker Run
Date: Sep. 20
Place: Eagles Lodge, Newton
Info: 316-267-6677

Annual Newton Toy Run
Date: Oct. 12
Place: Newton
Info: 316-267-6677

LOUISIANA
Motorcycle Ride for Autism
Date: Sep. 22
Place: Full Moon Cycles, Lafayette
Info: 337-983-0058
www.armadillodigital.com

Ride for Kids
Date: Oct. 19
Place: Baton Rouge
Info: 800-253-6530
www.ride4kids.org

Steel Pony Express VI
Date: Oct. 23-26
Place: New Orleans
Info: 877-991-RIDE (7433)
steelponyexpress.com

MAINE
UBM Foliage Run
Date: Oct. 5
Place: Rumford
Info: 207-364-4206

UBM Speedy's Mem. Run
Date: Oct. 5
Place: Milo
Info: 207-695-2457

UBM Combined County Foliage Run
Date: Oct. 5
Place: Waldoboro
Info: 207-633-6720

UBM Haunted House
Date: Oct. 24
Place: Dover-Foxcroft
Info: 207-695-2457

UBM Halloween Dance
Date: Oct. 24
Place: Machias
Info: 207-454-8116

UBM Halloween Party
Date: Oct. 25
Place: Jay
Info: 207-562-9017

Annual Halloween Party
Date: Oct. 25
Place: Turner
Info: 207-225-2638

MARYLAND
Rush Hour Bike Show
Date: Sep. 28
Place: Carroll ABATE
Info: 410-876-2778
www.abate-of-maryland.org

Toy Run
Date: Oct. 18
Place: Frederick ABATE
www.abate-of-maryland.org

Barnes Corner Bike Show
Date: Oct. 19
Place: Carroll ABATE
Info: 410-876-2778
www.abate-of-maryland.org

Halloween Party
Date: Oct. 25
Place: St. Mary's ABATE
Info: 301-884-0267
www.abate-of-maryland.org

Halloween Party
Date: Oct. 26
Place: Carroll ABATE
Info: 410-876-2778
www.abate-of-maryland.org

Haunted House Trip
Date: Nov. 2
Place: Carroll ABATE
Info: 410-876-2778;
www.abate-of-maryland.org

MICHIGAN
Annual Fall Toy Run/ Color Tour
Date: Oct. 4
Place: Muskegon
Info: 231-689-0774

MINNESOTA
State HOG Rally
Date: Oct. 9-12
Place: Tunica
Info: 601-353-6328
www.msstatehogrally.com

MISSISSIPPI
Annual Freedom Bash
Date: Sep. 26-28
Place: Casino, Tunica
Info: 800-456-0711
www.cmtabate-wheels ofthunder.com

River Cities Scavenger Hunt
Date: Oct. 31
Place: Natchez
Info: 601-567-0086

MISSOURI
Ride4Kids
Date: Sep. 21
Place: St. Louis
Info: 800-253-6530
www.ride4kids.org

M/C Show and Swap Meet
Date: Sep. 28
Place: Forsyth
Info: 417-334-0775

Annual Branson Toy Run
Date: Nov. 2
Place: Lodge of the Ozarks
Info: 417-334-0775

NEVADA
Street Vibrations
Date: Sep. 24-28
Place: Reno
Info: 800-200-4557
www.road-shows.com

Cathouse Poker Run
Date: Sep. 27
Place: Reno
Info: 775-324-2445
cathousepokerrun.org

JIMS Las Vegas Nationals
Date: Oct. 17-19
Place: Las Vegas
Info: 336- 924-2095
www.ahdra.com

NEW HAMPSHIRE
Bikers for Babies Ride
Date: Sep. 21
Place: Concord
Info: 800-287-0317
www.nhmodimes.org

NEW MEXICO
Golden Aspen M/C Rally
Date: Sep. 17-21
Place: Ruidoso
Info: 505-258-3947
www.motorcyclerally.com

State HOG Rally
Date: Oct. 2-5
Place: Roswell
Info: 505-624-0151
www.nmstatehogrally.com

Motorcycle Rendezvous
Date: Oct. 24-26
Place: Las Cruces
Info: 505-382-9066
www.mvrr.com

NEW YORK
Annual Bikers for Bones
Date: Sep. 20-21
Place: Syracuse
Info: 315-455-8553

Fall Run
Date: Sep. 21
Place: Walden
Info: 845-778-2039

Biketober Feast
Date: Oct. 4
Place: Long Island
Info: 718-317-1999; 718-948-8818

Annual M/C Show & Swap
Date: Oct. 5
Place: Merrick
Info: 516-676-5932

M/C & Car Show & Swap
Date: Oct. 5
Place: Merrick
Info: 516-741-6471

NORTH CAROLINA
AHDRA Rockingham Nationals
Date: Oct. 3-5
Place: Rockingham
Info: 336- 924-2095
www.ahdra.com

NORTH DAKOTA
Annual Mystery Run
Date: Sep. 27
Place: Fargo
Info: 701-277-3822

OHIO
ABATE/CMRO Halloween Party
Date: Oct. 18
Place: Region 8
Info: 330-453-1189

Walneck's Motorcycle Swap Meet & Shows
Date: Oct. 26
Place: Springfield
Info: 630-985-2097

OKLAHOMA
Annual Thunder Run
Date: Sep. 26-28
Place: Ouachita Nat. Forest
Info: 918-653-2187

OREGON
End of Summer Run
Date: Sep. 19-21
Place: Portland
Info: 503-346-2060

All Portland Chapters Picnic
Date: Sep. 27
Place: Estacada
Info: 503-760-9015

ABATE Casino Night
Date: Oct. 11
Place: Eugene
Info: 541-688-4268

ABATE Swap Meet
Date: Oct. 26
Place: Portland
Info: 503-258-4329

PENNSYLVANIA
Poker Run & Pig Roast
Date: Sep. 21
Place: Roaring Spring
Info: 814-224-4926

Poker Run and Pig Roast
Date: Sep. 28
Place: Emmaus
Info: 610-437-6610

SOUTH CAROLINA
Fall Diaper Run
Date: Sep. 20
Place: Greenville County ABATE
Info: 864-244-7899

State HOG Rally
Date: Sep. 25-27
Place: Columbia
Info: 864-646-8174
www.scstatehogrally.com

Myrtle Beach Fall Rally
Date: Oct. 1-5
Place: Myrtle Beach
Info: 843-293-5555
www.myrtlebeach harley.com

Rettew Run
Date: Nov. 8
Place: Greenville County ABATE
Info: 864-244-7899

TENNESSEE
Trail of Tears Commemorative Ride
Date: Sep. 20
Place: Chattanooga to Waterloo, Ala.
Info: 256-259-2509; 423-658-5937
www.al-tn-trailoftears.org

Weasels Booze Cruise
Date: Sep. 25-28
Place: Bikini Beach Bar, Nashville
Info: 615-831-1370
www.nashville weasels.com

Steel Horse Stampede
Date: Sep. 25-28
Place: The Factory, Franklin
Info: 615-777-0045
www.steelhorse stampede.com

TEXAS
Lonestar Biker Bash
Date: Sep. 19-21
Place: Texas Motor Speedway, Fort Worth
Info: 214-505-5045
www.bluegooseriders.org

Lone Star Motorcycle Rally
Date: Sep. 25-28
Place: Galveston Island
Info: 281-597-8800
www.bikertrash.com

Strokers Anniversary Party
Date: Sep. 27-28
Place: Strokers, Dallas
Info: 214-357-0707
www.strokersdallas.com

ABATE Freedom Run
Date: Oct. 4
Place: Beaumont
abateofgoldentriangle.org

South Padre Isl. BikeFest
Date: Oct. 9-12
Place: McAllen
Info: 956-668-7484
www.spibikefest.com

Ride4Kids
Date: Oct. 12
Place: Dallas
Info: 800-253-6530
www.ride4kids.org

Annual ABATE Bike Show
Date: Oct. 18
Place: Port Arthur
abateofgoldentriangle.org

Gypsy MC Halloween Run
Date: Oct. 24-26
Place: Lake Corpus Christi
Info: 361-289-6742; 361-992-0834

Annual Boo Run
Date: Oct. 25
Place: Downtown Jefferson
Info: 903-935-6005
www.boobenefit.org

UTAH
Teddy Bear Ride
Date: Sep. 27
Place: North Chap ABATE
Info: www.abateofutah.org

Appreciation Party and Poker Run
Date: Sep. 27
Place: Ore House Saloon, Copperton
Info: 801-352-9571ABATE

ABATE Toy Run
Date: Oct. 4
Place: Davis Chapter
Info: www.abateofutah.org

UMF Annual You're Not Forgotten Toy Run
Date: Oct. 5
Place: Salt Lake City
Info: 801-266-0546
www.utugly.com

ABATE Toy Run
Date: Oct. 12
Place: Salt Lake City
Info: www.abateofutah.org

ABATE Toy Run
Date: Oct. 19
Place: Weber ABATE
Info: www.abateofutah.org

VERMONT
Run for the Hills M/C Rally
Date: Sep. 26-28
Place: Mount Snow
Info: 800-245-SNOW
www.mountsnow.com

WASHINGTON
Annual Charity Ride
Date: Sep. 21
Place: Port Angeles
Info: 360-452-7586

Bremerton Biker Blues Blast
Date: Sep. 26-27
Place: Poulsbo
Info: 60-377-3851; 360-373-5910
www.abate-wa.org

Annual Oyster Run
Date: Sep. 28
Place: Anacortes
Info: 360-671-7575; 360-755-0138
www.oysterrun.org

WISCONSIN
Keepers of the Children Poker Run
Date: Sep. 20
Place: Milwaukee H-D
Info: 414-313-2651
milwaukeeharley.com

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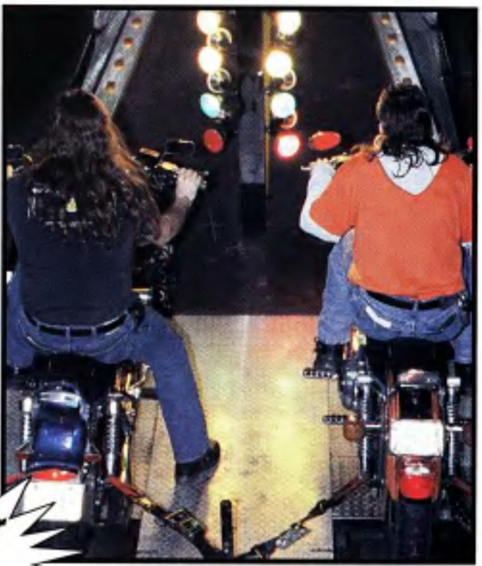

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5/9-5/11	Bergen County H-D - Rochelle Park, NJ	10/11	Jim's H-D - St. Petersburg, FL
5/14-5/18	Crazy Horse - N. Myrtle Beach, SC	10/15-10/19	Biketoberfest - Daytona Beach, FL
5/23-5/25	Freedom Rally - Evanston, WY	10/24-10/26	Liberty H-D - Akron, OH
5/30-6/1	Doc's Harley-Davidson - Kirkwood, MO	10/31-11/2	Specialties Motorsports - Bluffton, SC
6/5-6/7	Milwaukee Rally - Milwaukee, WI	11/8	Stone Mountain H-D - Lilburn,GA
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Easynews

If it's of interest to bikers, we'll print it.

Motorcyle Music

Not Your Harley's Rumble — It's Charlie Brechtel!

Now and then a tune hits a lifestyle note so perfectly it swells your mind with visions of all things "biker." A new CD from the Charlie Brechtel Band, *Made In The U.S.A., a Tribute to American Motorcycles*, is a bluesy-rock 'n' roll sound thoroughly drenched in the biker lifestyle. Throw a leg over these song titles: "Milwaukee Steel," "Riding with the Wind," "Ride to Live," and "Basket Case Blues." These are just four of the 10 titles all wrapped around everything motorcycles imply.

"*Made in the U.S.A.* is a tribute to American-made motorcycles and the bikers who ride them," says a recent news release. "Call it motorcycle music, biker music, biker blues, call it whatever. Just listen and you will know that Charlie is a motorcycle music-playing individual with a feel for the life…He's lived it."

Charlie has been "doing" music for 32 years as a player, composer, songwriter, arranger and producer. The CD features ex-members of the Doobie Brothers, Journey, Starship and the Elvin Bishop Band.

And if ya like the music, you're gonna love the movie. Charlie and Big 7 Productions are on the road right now traveling from coast to coast creating a DVD about the biker life—"Those who live the life as well as those who wish they could," Big 7 says. Interested in being a part of it? Check out www.big7productions on the Web; e-mail dvdinfo@big7productions.com or call 209-785-4039, 209-785-9422. Tell 'em *Easyriders* told ya to. —*Nomad*

KAREN BOLIN — NEW MRF PRESIDENT

In light of the untimely and tragic death of Buck Kittredge, the Board of Directors of the Motorcycle Riders Foundation (MRF) is proud to announce its election of Mrs. Karen Bolin as the new MRF president, effective immediately. Congratulations Karen.

Rare Bikes in Reno

Paughco Collection Visits National Auto Museum

Photo: courtesy Paughco

While you're cruising this year's Street Vibrations in Reno, Nevada, September 24-28, cruise on over to the National Automobile Museum for a rare biker treat. The museum is presenting a tribute to Harley's 100th Anniversary with a collection of vintage, custom and current machines seldom, if ever, found under one roof. Sponsored by Harley-Davidson of Reno, the display features never-shown-before bikes, art and memorabilia from the acclaimed Paughco Collection.

On display is an immaculate 1915 Model 11-J, one of Ron Paugh's personal favorites and is valued at over $100,000. Paughco's extremely rare 1927 "Peashooter" flat-track racer is displayed complete with, what passed as, rider safety equipment of the day. You'll see a 1942 WLA Military Recon bike sitting next to its contemporary replacement and a factory-prepped XR 750.

Custom machines range from the 1946 knucklehead bobber that was widely publicized in the press during the original Hollister Run, to Captain America's panhead chopper from the 1969 movie *Easy Rider*. Among other noteworthy bikes are the very latest from H-D Reno.

Aside from the rare bikes, there are, rare four-wheelers including fire-breathers such as Ed "Big Daddy" Roth's Beatnik Bandit, one of Don "The Snake" Purdomme's early funny cars, and Don Garlit's 1974 "Wynn's Charger" Top Fuel Dragster. For vintage buffs there are one-of-a-kind vehicles like the 1921 Rolls Royce that was hand fabricated from full sheets of solid copper, John Wayne's 1953 Corvette, Elvis Presley's 1973 Cadillac Eldorado and so many more.

The National Automobile Museum is located two blocks from downtown at 10 Lake Street at the corner of Mills. For complete details visit their Web site at: www.automuseum.org or call 775-333-9300.

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VQ AND QUICK THROTTLE

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Coast to Coast

Biker News

RAVE ACT MAY THREATEN BIKER EVENTS: Don't say we didn't warn you. Just two months after RAVE Act was passed by Congress, it has been used by the federal Drug Enforcement Administration (DEA) to intimidate the owners of a Billings, Montana, venue into canceling an event to raise funds to reform marijuana laws.

On the day the fundraiser was set to take place, on May 30, 2003, a Billings-based DEA agent presented the venue owners with a copy of the RAVE Act and warning them that they could face a fine of $250,000 if illicit drugs were found in the premises.

Rather than risk the possibility of enormous fines, the venue decided to cancel the event. "This blatant intimidation by the DEA was obviously designed to shut down the marijuana reform fundraiser," stated the Drug Policy Alliance, who has waged a national campaign to stop the RAVE Act because it feared just such abuses to shut down political events.

"Unless the American people speak out against this attack on free speech, the DEA will be emboldened to use the law against other events they do not like, such as all-night dance parties, hip hop concerts, hemp festivals, and circuit parties." Or biker events?

Sponsored by Senator Joseph Biden (D-Del.), the RAVE Act (also known as the Illicit Drug Anti-Proliferation Act) was first introduced last year, but proved so controversial that two of its original co-sponsors withdrew their support because they feared it would send innocent business owners to jail. Business owners collected over 20,000 signatures in opposition to the bill. Protests against it were held around the country and tens of thousands of voters urged their elected officials to oppose it. Controversy over the bill stalled it last year, but Senator Biden attached it to the popular "Amber Alert" bill without public debate or a vote of Congress earlier this year, and snuck it into law.

The RAVE Act expands federal law to make it easier to jail and imprison event organizers and property owners who fail to stop drug offenses from occurring on their property, even in cases where they

take serious steps to reduce drug offenses. It applies to "any place," including bars and nightclubs, hotels, apartment buildings, and homes. Legal experts warn that the law is so broad that it could be used to shut down not only raves and electronic music events, but also hip hop, rock, and country music concerts, sporting events, political protests, and any other event federal agents do not like.

Such as biker events?

NAACP FILES DISCRIMINATION LAWSUIT OVER BLACK BIKE WEEK: On May 20th, the NAACP and a group of 25 black motorcycle riders have filed suit against the city of Myrtle Beach, South Carolina, various businesses and law enforcement, accusing them of discrimination during Black Bike Week, the biggest African-American biker rally in the country.

Plaintiffs say the event, held in South Carolina each Memorial Day weekend, has been marred by excessive police force, intrusive traffic laws and a hostility that flows from the shell-encrusted fringes of the Atlantic Ocean to the doors of the local Denny's.

"I've seen it myself," said Craig Williams, a Baltimore police detective who is a rider. "When the white bikers come to Myrtle Beach, the town rolls out the red carpet. When the black riders come, they roll it right up."

Each spring, Myrtle Beach plays host to two huge biker rallies, back to back; the predominantly white bike week, which has been going on for 63 years, is called Harley-Davidson Week, while the mostly black event is called the Atlantic Beach Bike Fest, or Black Bike Week, which began 20 years ago.

The gist of the legal action, filed in federal court in South Carolina, is that Myrtle Beach treats the two events differently. The city's response: They are different. "Black Bike Week is rowdier, younger and much more crowded," said Myrtle Beach Mayor Mark McBride, who has been an outspoken critic, frequently advocating the elimination of the event, but openly supporting Harley Week.

City officials say Black Bike Week is nearly twice the size of Harley Week (375,000 people compared with 200,000 last year). That is why, they say, they change the streets to a one-way system and employ 550 police officers, compared with 300 for Harley Week.

Dennis Hayes, NAACP general counsel, said: "The conduct of these public and private institutions that close down or implement one-time restrictive and oppressive rules simply because most of the visitors in Myrtle Beach over the Memorial Day weekend are black can't be tolerated. It is tragic and disheartening to see this type of blatant discrimination in the year 2003, nearly 50 years after the Supreme Court outlawed segregation in Brown vs. Board of Education and nearly 40 years after Congress outlawed race discrimination in places of public accommodations."

NEW TENNESSEE LAW ALLOWS RIDERS TO RUN LIGHTS: Beginning July 1, Tennessee motorcyclists can legally run

CONTINUED NEXT PAGE

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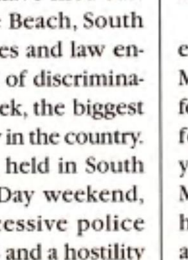

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Biker News CONTINUED

red lights—if they stop first and "exercise due care"—under a bill signed into law by Governor Phil Bredesen.

Motorcyclists had complained they were forced to wait excessive periods of time at stoplights because sensors that control the lights did not recognize motorcycles, which are now made mostly of aluminum and fiberglass, not metal.

For Nashville area resident and motorcyclist Steve Lundwall, the law can't begin too soon. "Sometimes, I put down the kickstand and just wait (at a stoplight)," said Lundwall, a business analyst in Nashville and state director of Concerned Motorcyclists of Tennessee. His group helped push the bill through the Legislature. Lundwall also serves on the board of directors for NCOM, representing the Southeast region of the country.

But the new law isn't as popular with the state's law enforcement and transportation community, who say it will be difficult to enforce. "It almost takes it out of our hands to write a ticket for motorcycles running a red light," said Lt. Bob Lyons of Nashville's Traffic Division. "How do we know if he's been sitting there or not?"

Sgt. Jeff Keeter, a motorcycle officer in Nashville for six years, said he's felt the frustration of being stuck at red lights but thinks the law may cause accidents. "We'll have motorcycles trying to cross six lanes. ... Working traffic collisions, I don't have much confidence in drivers or riders. I can't believe this was even considered."

The governor signed the bill because "ultimately, the research did not show an increased safety risk," Bredesen spokeswoman Lydia Lenker said. Senator Bill Clabough (R-Maryville) sponsored the legislation.

At least one other state, Minnesota, has passed a similar law, the model for Tennessee's statute, said Wayne Shaub of Brentwood, legislative chairman for Concerned Motorcyclists of Tennessee.

Bill Moore, chief engineer with the TDOT, earlier told a Senate committee there could be safety concerns. The Senate passed the bill 28-1 last month. But the TDOT did not take an official position on the bill and has not done in-depth research on it, TDOT Commissioner Gerald Nicely said.

Some senators, concerned the measure would give motorcyclists license to run red lights, added an amendment to tighten the law. It says bikers cannot use the law as a defense to run any red light they want by saying they believed the light was controlled by sensors that did not recognize their motorcycles.

NEBRASKA HELMET REPEAL PUT ON HOLD: Motorcyclists who want to ride without a helmet will have to wait until at least next year, as Nebraska lawmakers decided to delay debate until January on a bill to remove the helmet requirement.

Bill sponsor Senator Adrian Smith said he wanted to get on to other issues before lawmakers. Opponents had been dragging out debate on Smith's bill, and time was running short in the Legislature as they entered the 81st day of their 90-day session.

Under the bill, motorcycle riders age 21 and over would no longer have to wear helmets. Riders would have to attend a two-day training class in order to ride without a helmet. The bill will remain in the second of three rounds of debate.

Governor Mike Johanns has said he would sign the bill into law should it pass.

MASSACHUSETTS PROMOTES RIDER SAFETY: The Massachusetts Motorcycle Association (MMA) has brokered a deal with Massachusetts Turnpike Authority officials and the RMV, to put signs on toll booths at four major interchanges: "When changing lanes, check twice—save a life, motorcycles are everywhere."

"What this means folks," explains MMA Legislative Director Paul Cote, "is that every vehicle, car, truck, motorcycle, etc., that travels the Mass Pike through those four major interchanges will see the signs promoting motorcycle safety awareness…it's estimated that one million travelers will see this message; and hopefully will promote more safety out the roadways."

Also, neon signs will flash the same safety message on major highways, such as 93, 495, 128, and Rte 1. "Both the Massachusetts Highway and the Massachusetts Turnpike Authority didn't just wake up one day last week and decide to publicize motorcycle safety and awareness," says MMA Chairman Jimi Ricci, who also serves on the NCOM Board of Directors. "For the last four or five years, members of the MMA have been busting our butts trying to get these agencies to help us to try to promote motorcycle safety and awareness. One of our main goals in the last five years has been to try to reduce the number of accidents involving motorcycles here in Mass., and everywhere for that matter. We feel that this motorcycle safety and awareness program is finally starting to pay off for us riders."

Ricci also advises riders to get involved in motorcycle safety by joining their local motorcyclists rights organization. "Now is the time to spend what amounts to the price of a T-shirt and help us save lives," he says.

SWISS BIKERS PROTEST SPEED LIMITS: Thousands of bikers converged on the Swiss capital, Bern, to protest plans to limit bike speeds to 80 kmh on the motorways. The country's biggest motorcyclist association, Pro Moto, organized the mass demonstration outside the government building.

Although the demonstration took place without bikes, the procession of bikers, making their way into Bern—at 80 kmh—brought traffic around the city to a standstill. It was reported that over 35,000 motorcyclists came from all over the country to protest proposals from the Swiss Council for Accident Prevention (BFU) to reduce the number of deaths on the country's roads.

But the bikers argue than the plan would introduce technical alterations making it impossible to go any faster than 80 kmh, would be discriminatory and make them the laughing stock abroad. They say they are not against moves to reduce the number of deaths on the road, which number 600 a year, 100 of which are motorcyclists, but Pro Moto says the country's 500,000 bikers just want to be granted the same treatment as other road users.

Pius Bruelhart, a bike enthusiast, said if the measures go through, motorcycles could become an obstacle to other road users. "Vision Zero would slow bikers down to the speed limit of a truck on the road and it's known that trucks are always about 10% over the limit, which would mean a truck would overtake a bike on the motorway," he said.

Other proposals causing concern are raising the age limit to 18 for motor scooters, tightening drunk-driving laws and reducing the speed limit on major

roads to 70 kmh.

Pro Moto has already handed in a petition with more than 200,000 signatures urging the government to rethink Vision Zero, and some biker groups will be involved in the consultation process before the government reveals some firm proposals by the end of the year.

WEIRD NEWS OF THE MONTH: A naked motorcyclist wearing just a scarf, sunglasses and a pair of sandals crashed his bike after he was stung on the inner thigh by a bee. The 36-year-old, who had been driving to the swimming area at a German nudist colony, lost control of the bike as he swatted the insect away.

He fell on to the road, but escaped with just a shoulder injury and minor cuts and bruises. Police said they are considering pressing charges after the incident, as the man was not wearing a crash helmet.

QUOTABLE QUOTES:

"The more corrupt the State the more numerous the laws."

CORNELIUS TACITUS,
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—Bill Bish, NCOM

BIKETOBERWEST IS COMING— San Diego to Host a Four-Day Motorcycle Rally!

With the best weather in the United States and terrain features running from ocean to mountain to desert, San Diego is joining the growing list of cities welcoming bikers.

"I've been to all of them: Sturgis, Laconia, Myrtle Beach, Daytona. They are all great fun but none of them have the perfect weather and diverse riding," says Scott Melligan of Land Locked Pirate Enterprises, the promoter of BiketoberWest. "We've also noticed more price-gouging and profiteering with less appreciation for the biker."

BiketoberWest will take place from Thursday, October 30 through Sunday, November 2, 2003. A list of events, lodging opportunities, and general information, as well as online registration, can be found at www.biketoberwest.com.

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H-D of Miami, 19400 N.W. 2nd Ave., Miami

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Cycle Lab, 1911 S. State Rd. #7, Ft. Lauderdale

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Ohio
Americycles, 611 E. Broad St., Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

Texas
Strokers Dallas, 9304 Harry Hines Blvd., Dallas

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro

Washington
R&R Motor Inc., 2726 Bldg. E Black Lake Blvd., Tumwater

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam

H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

JOE SEIDITA

Legalese
PENNSYLVANIA HELMET FREEDOM

Keystone State motorcyclists scored a monumental victory on July 1, 2003, when the House of Representatives voted 118-79 to modify Pennsylvania's 35-year-old helmet law to allow experienced riders over 21 (licensed at least two years), or those who have passed the Motorcycle Safety Course, to make their own decisions about helmet use.

The State Senate previously approved Senator John Wozniak's helmet law modification bill, SB 259, by a vote of 29-20 on June 16. ABATE of Pennsylvania successfully defeated several undesirable amendments.

The bill went to Governor Edward G. Rendell, who has stated publicly that he would sign the measure if it got to his desk. Well, he didn't wait for it to hit his desk, he actually signed it from his home on July 7th.

Congratulations Pennsylvania! Ride free! *—Bill Bish, NCOM*

Motorcyle Safety
Idaho Governor Writes NHTSA Chief

The AMA has reported that Idaho Governor Dirk Kempthorne has joined the call for comprehensive research into the causes of motorcycle crashes.

In an April 21 letter to Dr. Jeffrey Runge, administrator of the NHTSA, Governor Kempthorne wrote: "Along with many other governors who are motorcycle enthusiasts, I am concerned about the upturn in motorcyclists fatalities over the past several years.

"Merely announcing fatality totals each year is not the way to gain credibility with motorcyclists nor promote safer riding. It troubles me that motorcycle safety gets little attention nationally. When addressed at all, it is with an almost singular focus on helmet laws, a very divisive issue politically that distracts resources from other safety measures, such as skills training to prevent crashes from occurring in the first place, and strong messages about not using alcohol when riding."

CONTINUED NEXT PAGE

Idaho Governor CONTINUED

Kempthorne, an avid motorcyclists and an AMA member, then echoed the AMA's call for research. "Over the longer term, a comprehensive study is needed to better understand the nature of crashes and the most effective countermeasures."

Governor Kempthorne, you are indeed sir, a breath of fresh air when it comes to "seeing the forest through the trees."

Motorcyclists are urged to contact their members of Congress and ask them to support funding for a comprehensive study of motorcycle-accident data. More information is available on the Web site www.amadirectlink.com where bikers can use the Rapid Response Center to send messages to federal representatives.

—Twiggy

Two-Wheeled Tidbits

Spanning The Biking Globe...

REPEAL THE USA PATRIOT ACT: Public hearings all over the country were scheduled for July concerning the USA PATRIOT Act. You all need to be aware of the dangerous precedent this madness represents.

On Oct. 26, 2001, our Congress passed the most far-reaching snatch of liberty from the American people ever passed. Never in the history of this nation has a law been passed so quickly. It took only 11 days for this to take place. That is record time for our Congress to act on anything. The events on 9/11 took the good sense out of our leaders and we need to bring it to a screeching halt before our country winds up like Europe did in the days of Hitler's rise to power.

These are just part of what this thing does to every citizen of this country not just bikers. You can bet, however, we are the most immediate targets available.

1) ELIMINATES FREEDOM OF ASSOCIATION: Government may monitor religious, labor, and political institutions without having to suspect criminal activity, if it is to assist in a "terror" investigation.

2) FREEDOM OF INFORMATION: Government has closed once-public immigration hearings, has secretly detained hundreds of people without charges, and has encouraged bureaucrats to resist public records requests.

3) FREEDOM OF SPEECH: Government may prosecute librarians or keepers of any other records if they tell anyone that the government subpoenaed info related to a terror investigation.

4) RIGHT TO LEGAL REPRESENTATION: Government may monitor federal prison jailhouse conversations between attorneys and clients, and deny lawyers to American citizens accused of crimes.

5) FREEDOM FROM UNREASONABLE SEARCHES: Government may search and seize Americans' personal records, business documents and telephone/ Internet activity records without probable cause, to assist alleged terror investigations.

6) RIGHT TO A SPEEDY AND PUBLIC TRIAL: Government may jail Americans indefinitely without a trial.

7) RIGHT TO LIBERTY: Americans may be jailed without being charged or being able to confront the witnesses against them.

What you have just read is just a sample of what your government has up its sleeve besides the arm. If you aren't shaken by these words I don't know what to tell you except bend over and kiss your sweet patootie goodbye.

BOISE, IDAHO: Recently here a motorcycle officer jumped aboard a runaway locomotive and was instrumental in stopping the thing. Can you imagine the adrenaline rush this guy had going? WOW! No one was hurt but it could have been disastrous. Kudos to the cop.

PHILADELPHIA, PA.: The city is tired of kids without licenses driving motorized scooters on sidewalks and streets without regard to pedestrian traffic. They passed a resolution with teeth that can result in the confiscation of the scoot being illegally ridden by non-licensed drivers. Not too sure I blame them on this one. Some kid on a motorized scooter runs into me on the sidewalk and I just might have a word or two with him if ya know what I mean.

SAN JOSE, CALIF.: A biker here was apparently the victim of a road rage incident that left him paralyzed from the neck down when a man rammed him from the rear. The guy that caused the wreck is being sought by police and will be charged with attempted homicide and assault with a deadly weapon. Hope they catch this guy and lock his butt up for a long, long time. There is no place for road rage in this country. There was a witness to the incident so they should get this clown soon. Our best to the injured biker.

Keep the round side on the bottom.

—Gunny, Oregon's AIM Chief of Staff

Joint Statement

IF IT'S TOO LOUD YOU'RE TOO OLD!

The AMA and the MRF share a common goal of protecting the best interests of American motorcyclists and have a long history of working together toward that goal.

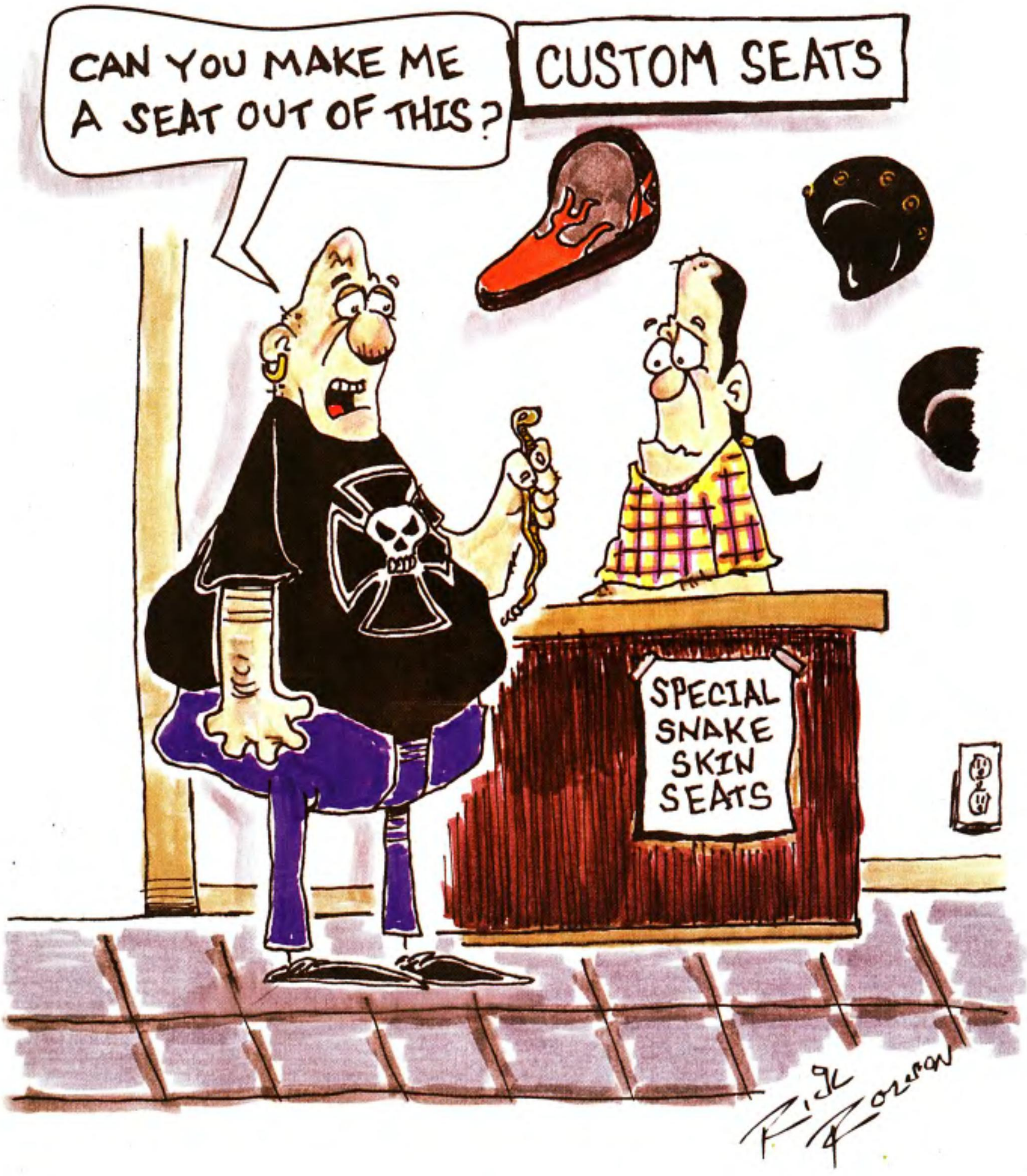
At the National Summit on Motorcycle Sound, held May 16-18 in Worthington, Ohio, the AMA and the MRF joined others from the motorcycling community—including representatives from rider groups, motorcycle manufacturers, aftermarket companies, event organizers, law enforcement, municipal government, research institutions and regulatory agencies—in candid and open discussions on issues related to motor-vehicle noise.

The AMA and the MRF, along with others present at the conference, agreed that excessive motorcycle noise is a serious issue in some communities, that it may become an issue in many more, and that the potential exists for it to affect motorcyclists' rights nationwide.

Based on discussions at that conference, the AMA and the MRF have agreed to work together, with the support of other organizations and individuals within the motorcycling community, to seek solutions to this problem in the best interests of American motorcyclists. The AMA and the MRF ask for the support of their members, and of all motorcyclists, in this effort.

For more information, visit the AMA Web site at www.AMADirectlink.com or call 1-800-AMA-JOIN. For MRF info visit www.mrf.org or call 1-202-546-0983.

—Neo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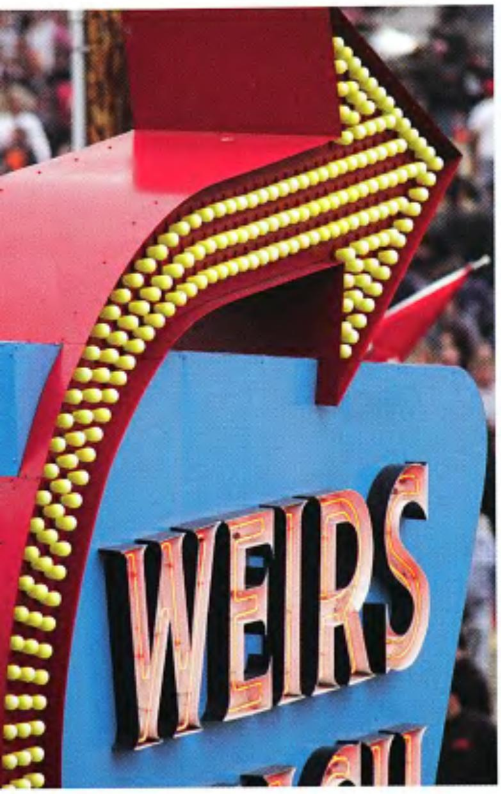
Rick Rozeron

AS OLD AS GRAMPA'S TONGUE

LACONIA AT 80

As America's oldest official motorcycle rally, Laconia Bike Week, also known as The Loudon Classic, is one of the most beautiful excuses to ride that you'll ever find. Sure Daytona, Florida, has it's charm as does Sturgis, South Dakota, but for sheer natural beauty, you can't beat this run to the lush hills, dales and mighty lakes of New Hampshire.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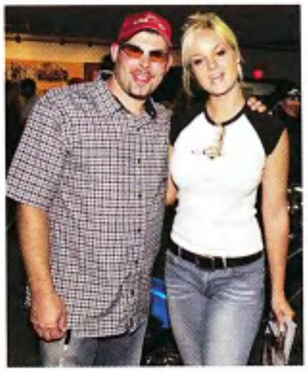

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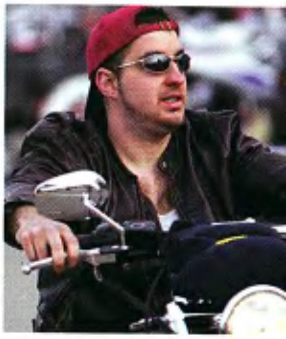
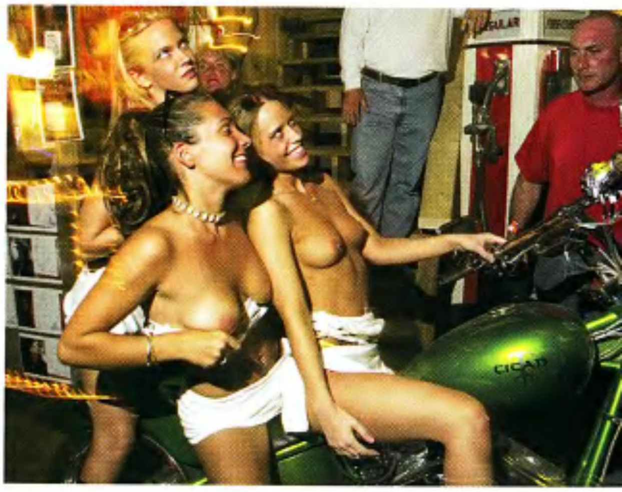
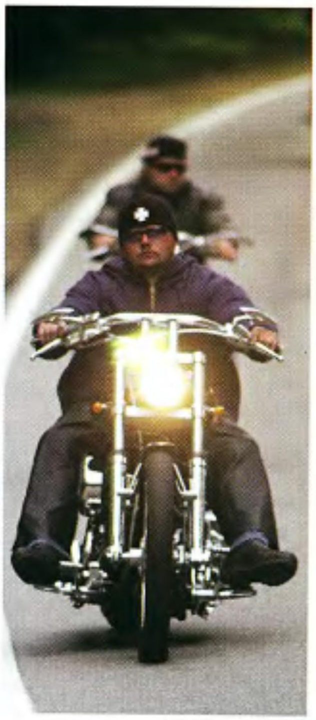
RESORT

145
Tribute







Coors
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LACONIA
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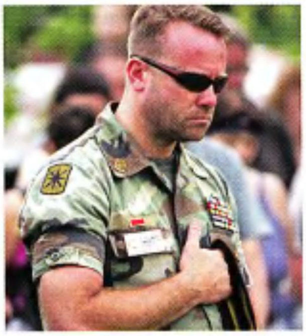
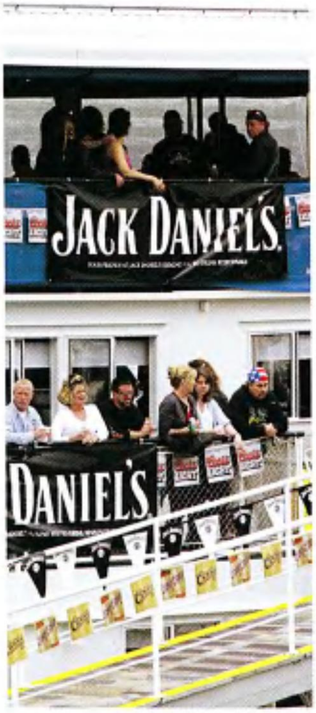
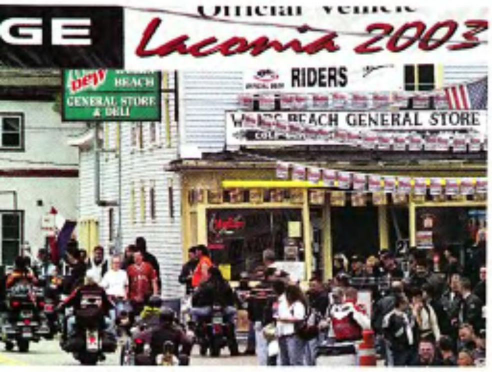



JACK DANIEL'S
DANIEL'S



Great summer rides in a variety of comfortable summer weather (hot, cold, wet and dry) and spectacular scenery best sums up this year's 80th Loudon Classic. From June 8th through the 15th this year, riders came from as far away as Florida and California to sample the summer riding. And ride we did. With 283 miles of shoreline to Lake Winnipesaukee's ultra green vegetation and winding roads to view it all from, it's easy to see why motorcycle enthusiasts have been coming here since the early 1900s. Plus the fact that the locals are incredibly friendly and happy for the dollars that bikers bring to the city coffers (unlike many large runs these days).

The cops were present but were not threatening. If you screwed up you paid for it, like always, but this is still a Bike Week not a Cop Week. The Laconia police officers we met were pleasant enough, especially if they were assigned a corner and were able to watch the parade of American iron hauling boobalicious babes. Women have been a big part of Motorcycle Week in Laconia since early on, with reports of ladies riding their own bikes, and dancing on the pier in leggings since the rallies of the 1940s. Our ace photog Michael Lichter's camera was a regular "babe magnet." Women seemed to come out of the woodwork to doff their duds for our cameras, not that we mind that much.

Motorcycle riders have been coming to the Lakes Region since the teens to take in the sights, with the first organized AMA Gypsy Tour in 1919. So it's a haven for entrepreneurs of all types. Nearly everything is given a biker slant these days, and with the wide variety of people puttin', why not? There were over 300 vendors looking to cash in on the visiting bikers in The Weirs alone. All the bike companies were on hand, including major players like Indian, Big Dog and American IronHorse whose Texas Choppers were turnin' heads. It was also good to see our friend Donn Proudfoot and the gang from Titan Motorcycles back and burnin' with wild new rides on display. Over at the S&S Cycles truck Arlen Ness had yet another amazing new custom creation as part of the special S&S 45th anniversary. This stunning scoot features the S&S 145-cubic-inch motor and is one of the five custom bike tribute packages being

offered in extremely limited numbers. Look for a full bike feature on this motorized masterpiece in a future issue right here in *Easyriders*.

As always, Laconia was a sea of bikes, babes and good times all around. One of the highlights was the annual POW/MIA Freedom Ride, which was organized by the Northeast POW/MIA Network. An orderly parade of riders on at least 500 bikes snaked its way over to Hesky Park lakeside in nearby Meredith. We also enjoyed riding to scenic Alton Bay and dug the hell out of the vintage races in Gunstock.

Nearly 300,000 bikers attended the Laconia Run this year and there were "no vacancy" signs everywhere. Besides the great scenic bike rides, boat rides, train rides and a friendly party atmosphere, folks came to see the famous hillclimbs in Gunstock and road racing at the old Laconia Track.

Over at the Lobster Pound the old Camel Roadhouse became the Laconia Roadhouse and it was party central with live bands and a full bar (watch out for that Jägermeister!). Many came to watch The Discovery Channel shoot *The Great Biker Build-off, Part Three*—Paul Yaffe versus Indian Larry. Larry's old-school tribute to Ed "Big Daddy" Roth went up against a devilish killer pro-street custom by Yaffe (seen in *Easyriders* No. 361) that was part flamethrower! Producer/Director Hugh King of Original Productions counted every one of the People's Choice votes personally and when the smoke cleared, Indian Larry rode off into the sunset as the big winner. Now Larry and his crew have to build a bike against two-time *Build-Off* winner Billy Lane of Chopper's Inc. and ride to Sturgis for the ultimate showdown. Who will be the big winner? Stay tuned and watch your local TV listings for dates and times of *The Great Biker Build-Off Part Three* in September on the Discovery Channel.

Naturally, it wouldn't be The Loudon Classic without plenty of revving engines and burnouts on the streets, cold beer and hot women parading around. I'll shut up now and let you sample Mike Lichter's stunning photography. Enjoy our look at the longest running biker bash in America. It's 80 years old...just like Grampa's wrinkled tongue.

Special thanks to Cynthia and Peter Makris at The Naswa Resort for being incredibly gracious hosts and to Charlie St. Clair for keepin' it real.

—Phantom Dave

Photos: Michael Lichter

American Customs

BEHIND THE SCENES AT AMERICAN IRONHORSE

"Our bikes are totally different than Harleys. I like to think of them as a step above, the kind of bike experienced riders want to graduate into."

Bob Kay's talking about the seven models of custom motorcycles built by American IronHorse. And while Kay, an officer of the company, might be just a little prejudiced in his assessment, he might be a little right, too. There definitely isn't anything coming out of the factory in Milwaukee that is anything like the AIH lineup.

No Harley comes with a 240-series Metzeler tire, or a 107- or 113-inch polished engine, and there are certainly no factory Harley rigids—not anymore. The American IronHorses, retailing from \$22,490 to \$33,900, have all of that, though. Each one comes loaded with chrome, too, glistening in custom paint, rolling on custom wheels, and packing nearly twice the horsepower of a stock Harley-Davidson.

They carry a three-year, unlimited mileage warranty. And they're all customs, the sort of big-tire choppers and cruisers you'd expect to find under the lights in a bike show or displayed in some master builder's Daytona or Sturgis exhibit. Little wonder why AIH, offering all of this from a giant 220,000-square-foot manufacturing facility in Fort Worth, Texas, is as successful as it is and its bikes as popular as they are.

It all started back in the last decade when Harley couldn't supply enough motorcycles and people weren't willing to wait six months or longer to get one. While some companies sought to fill that short-term need with what came to be called "clone bikes," the founders of

American IronHorse, Bill Rucker and Tim Edmondson, took the longer look. They aimed to provide a real alternative to a Harley, and fill it with value. The result is that AIH is still around and flourishing, while many of those other companies flounder and some have even disappeared. Today, American IronHorse has 84 dealers across the country, with a target of 120 dealers by year's end.

"We've succeeded by offering a design, an image, a value, and a level of motorcycle that Harley doesn't," says Kay. "It's as simple as that."

This year American IronHorse will roll out its 3,000th motorcycle, every one hand built, hand assembled, and hand finished. What differentiates one of these AIH bikes from a custom by an independent builder? "Purely value," Kay says. Noting that "there are some incredibly talented builders out there, and not only the top guys like Dave Perewitz, Arlen Ness and Billy Lane."

Kay explains that in those small, one- or two-man shops the end product tends to get expensive. Additionally, many of those one-offs use products that might not be proven, with no real engineering or R&D behind them. At AIH the situation is quite different.

"We think about everything," Kay says. "The tensile strength of the bolts. The quality of the chrome. The fit of the sheet metal, the gear ratios on the starter systems. It all has to work together."

If the goal is to produce just one bike, or 100, a well-run company or a savvy builder can pretty much count on the aftermarket to supply enough parts to do it, he says. "Do your homework and you can come up with a fairly decent motorcycle." Start producing those bikes in the thousands, however, like AIH, and it's a different story. Making that transfer, from builder to manufacturer, is more involved than many people realize.

Right from the beginning AIH sought to incorporate the highest quality parts available, "and beyond that," Kay goes on, "whenever we found a void or can't find the value in a certain component we'll make that part ourselves." So far they've ended up doing that 300 times, making that many of the parts used in their bikes.

A good example is the new digital information system, a compact instrumentation cluster designed and engineered in-house. No one else could supply it. The gas tanks on the Texas Choppers are another example. In fact, much of the sheet metal on every AIH bike is produced by AIH, "to control quality, and assure availability." That's no small concern when you build the

Photos: courtesy of American IronHorse

number of bikes AIH does, says Kay.

It wasn't uncommon for them to find a part in the aftermarket they liked, something they wanted to use, "and then discover we couldn't get enough of them, or the quality wouldn't be consistent."

Looking at the future, Kay says that AIH plans to offer even more variety within the existing lineup. Starting with the choppers.

"Right now," he says, "the Texas Chopper accounts for roughly 50% of sales. It's a clear home run." No surprise. Choppers are hot, and the ones from AIH capitalize on that, maintaining the traditional essence of a chopper while offering all the conveniences of modern technology. "And ours ride and handle about as well as anything going down the road," enthuses Kay. Within that basic formula, American IronHorse feels it can do a couple of good things.

"First of all, we can expand on that whole chopper theme," Kay says. They've already begun by sharpening up their Legend model, one of AIH's more conservative takes on the chopper look. That bike, with its fairly mild 6-over front end and larger capacity fuel tank, appeals to riders not in love with the more extreme look, and who definitely don't want a radically extended front end.

Then there's the Tejas, AIH's rigid, which could soon get a stablemate. "And we might do it as a more high-end chopper, too," Kay says. The aim is to have a bike for every rider, every taste, and every budget. "It's all cyclical, of course," Kay notes. "Things come and things go. But it definitely appears that choppers will be around for a good long while."

Speaking of which, take a look at that AIH bestseller, the Texas Chopper with its base price of $27,500. On a retail level you'd be hard pressed to even buy the parts to build this motorcycle for what AIH sells it for. "And having something like this done at a independent shop would easily be a $50,000 bike build," Kay told us.

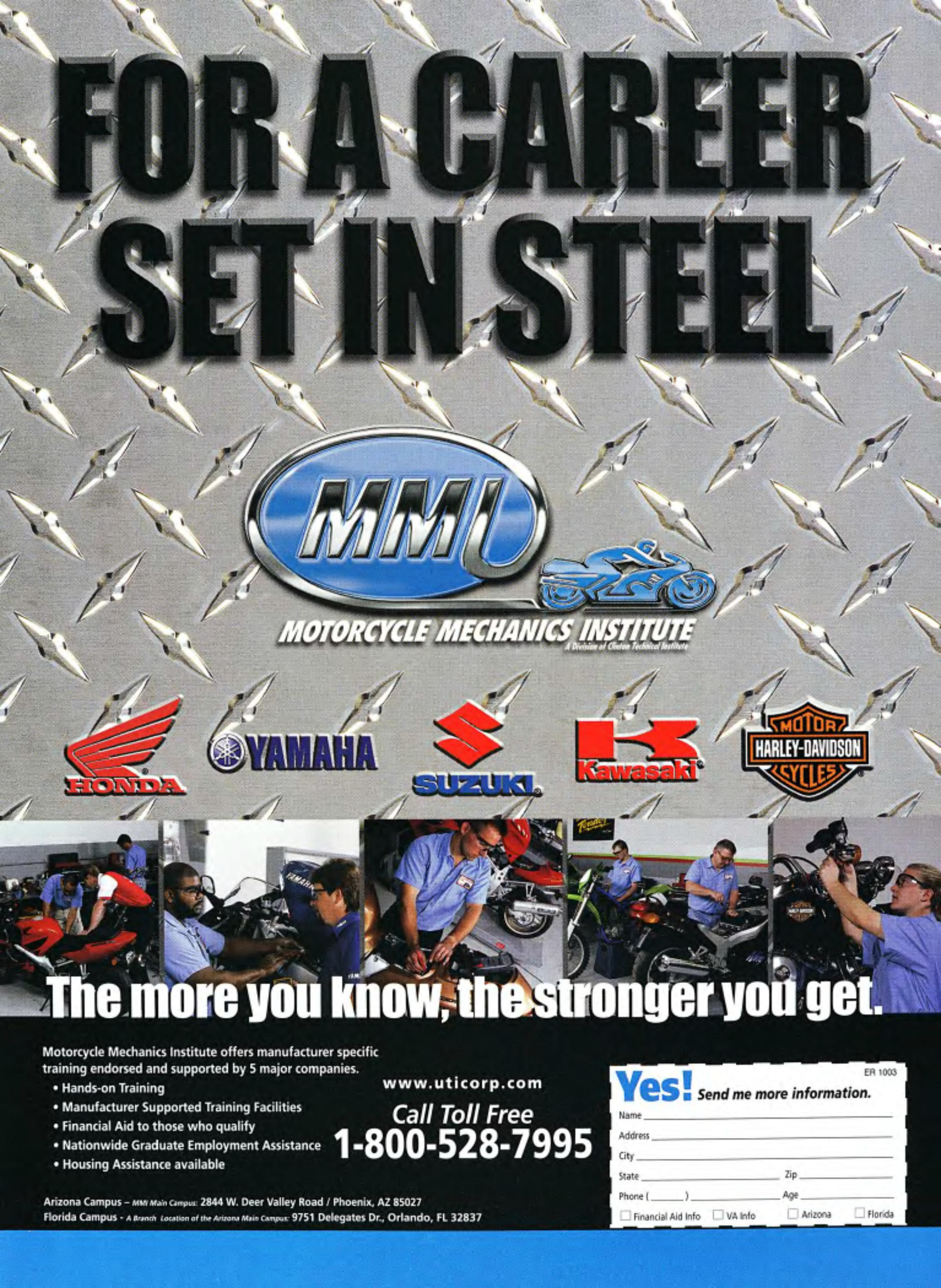
Interestingly, AIH sees more and more guys buying that Texas Chopper in its base form, realizing the value there, then stretching out the custom envelope on their own, changing the handlebars, or the exhaust, or the wheels. "But whatever they end up doing," he says, "they still come out a winner, value-wise."

Expect to see some even larger-tire choppers from AIH in the near future, too. American IronHorse has received virtually the entire first-production run of Metzeler's new rear tire, the giant ME880 280/35-18. Designing a bike around that tire wasn't easy, either, but once again AIH "looked at the project and the motorcycle as a whole," Kay says. "We didn't just squeeze that big tire into a frame and hope for the best."

Want more information on all this? Stop in at one of those AIH dealers, or check out the Web site. Maybe this company was started when there was a certain supply demand, but it's grown into something a lot more than just that, and there's more on the way.

—Joe Kress

American IronHorse
817-665-2000
www.americanironhorse.com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Talking Tech

PUFFING BLUE SMOKE

I have a '73 FX. I had the heads ported and polished and new valves and guides put in. Pistons are Keith Black 9.5:1 and the heads have a year on them. I replaced both valve seals yesterday but the rear cylinder puffs blue smoke at idle. What gives? The pistons were put in about 350 miles ago. It only does this when it's warmed up, and the oil pressure is good.

No Name
Via the Internet

You may have done something wrong with a ring or not staggered the gaps correctly, but there are other possibilities too. One is that your rear head was damaged by the porter.

Pop the head off, take it apart, and have a close look inside the ports and rocker/valve spring compartments. If the porter got carried away with his grinder, oil may be getting into the combustion chamber.

If you don't find anything, take the head to a machine shop that specializes in engine work. It should be able to find the crack, if that's the problem. A damaged seal is also a possibility, as is a head or base gasket that is somehow blocking the oil return hole.

Before you take the engine apart, try this. Pop the cap off your oil tank and sniff the oil. If you smell even the slightest hint of gasoline, change the oil.

The deal here is that gasoline can leak through the carb into the engine and contaminate the oil. That's a long shot, but it happens.

I WANT A NEW CARB

I want to put a new carburetor on my 80-inch Softail but I can't decide between the S&S Super E and 42mm Mikuni. You see a lot of Mikunis here in SoCal, but some of my bros are convinced S&S is the way to fly. What is your opinion? If I get the Mikuni, does S&S make an air cleaner that will fit it?

Robert Sanchez
Viva El Interneto

People who like Mikunis say they are more forgiving of sloppy tuning and altitude changes. The S&S crowd claims simplicity and ease of tuning makes their carb the better choice.

S&S makes air cleaners for all of their carbs and most of Harley's, but not for Mikunis. However, CCI has an adapter, P/N 23-870, that is designed to adapt air cleaners designed for H-D CV carbs to Mikunis. S&S makes an air cleaner for the CV, S&S P/N 17-0100, and you could probably use the CCI adapter to attach the S&S air cleaner to a Mikuni.

BAD VIBRATIONS

My 1980 Shovel has developed a very bad vibration. It is so bad that it broke one of my mirrors in half. I just had it rebuilt last year and have only put 5,000 miles on it. It isn't using any more oil than normal and seems to be running good. Is there something I should check before I have the engine inspected?

Robert K.
Dayton, Ohio

The first thing you'll want to do is check the bike over for loose nuts and bolts. Start with the top motor mount, then the other motor mounts, and finally the tranny mounts. Other possibilities are worn tires, bad wheel bearings, and a worn-out or binding chain. Since that started out of the blue, the engine's probably not at fault.

If you are using an aftermarket ignition with independent timing for the two cylinders, it could be that timing for the rear is off. Check it the same as you would the front, only use the rear cylinder timing mark. On your '80, that will be a little dot or a figure 8 lying on its side.

Bear in mind that the rear cylinder timing mark indicates where the timing should be at full advance, not at TDC. There's a TDC mark for the front cylinder, but not the rear one.

WHAT GIVES?

Do you know if the Fitch Fuel Catalyst is on the level or not? I have seen some very exorbitant claims for this product and was wondering if it would be worth a try. They are just little metal pellets in a plastic case and I don't see how they could do anything one way or the other.

Bill Wakeman
Dallas

I tried the catalyst in an Evo that has way more compression than it should. It's rideable on pump gas, but you have to be careful with how much throttle you give it or it rattles like hell.

With the Fitch tablets, the knock has all but disappeared under normal riding conditions.

Fitch also claims that their product prevents gasoline from deteriorating when stored. I left the pellets in a tank of gas that sat for over a year. Before trying to start the bike, I popped the gas cap off to smell the gas. I expected the flat, varnish smell you usually get with old gas, but it smelled like it had just come from the pump.

I hate to recommend the catalyst because it sounds like snake oil, but I believe that it lives up to at least two of the manufacturer's claims. Placebo effect? Maybe, but I don't think so. The nose knows.

BELT BREAKIN'

I put a TP Engineering 124 in my FXR and am blown away with how powerful and smooth it is. The only problem is that now I'm worried about breaking the belt. Is there a stronger belt than the stock Harley-Davidson part, am I being paranoid, or would you recommend that I convert to a chain?

Eugene Hunter
Atlanta

The stock H-D belt handles an amazing amount of power if adjusted correctly. Keep it just a tad on the tight side so it won't spin and self-destruct on the sprockets.

The chain conversion is good for peace of mind, but I'd stick with the belt until I had a reason not to. If you decide to switch, use the best chain and sprockets you can find. Zipper's has excellent conversion sprockets in several different sizes. I haven't used one personally, but hear good things about Diamond's self-lubricating 530 XDL chain.

O-ring chains tend to suck up a little power, but they pay off by lasting longer than conventional chains and requiring less maintenance.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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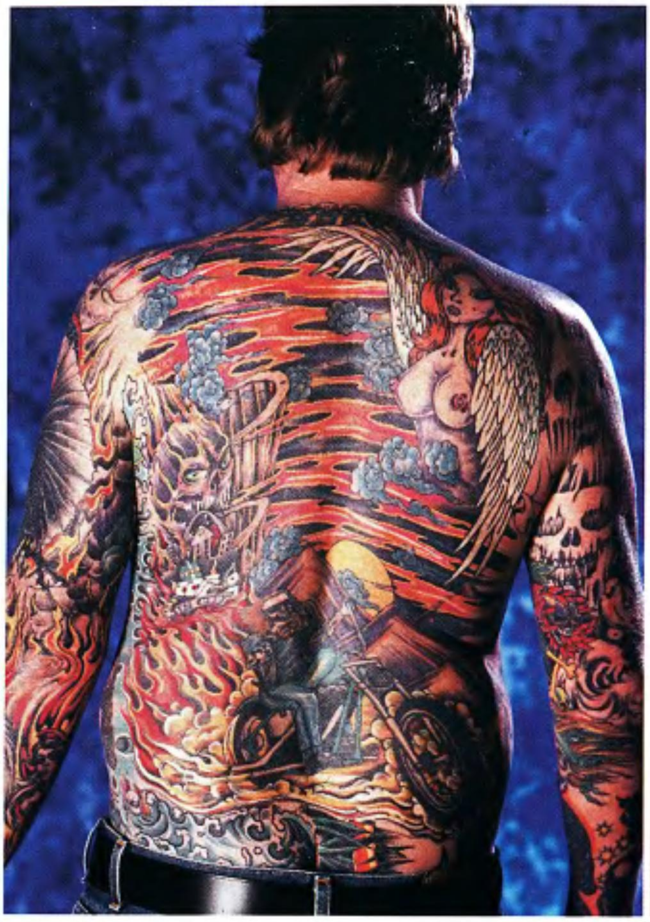
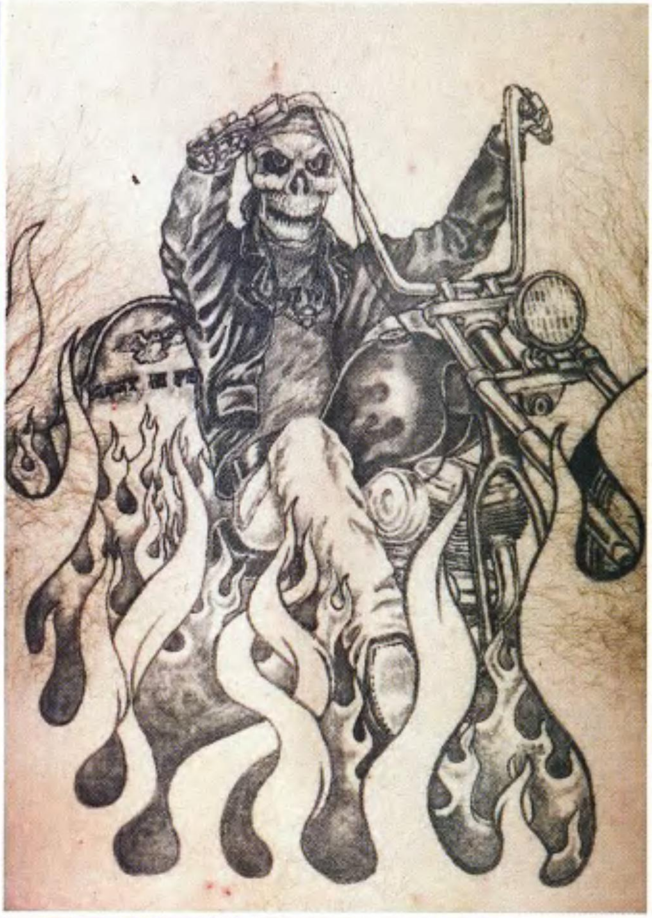
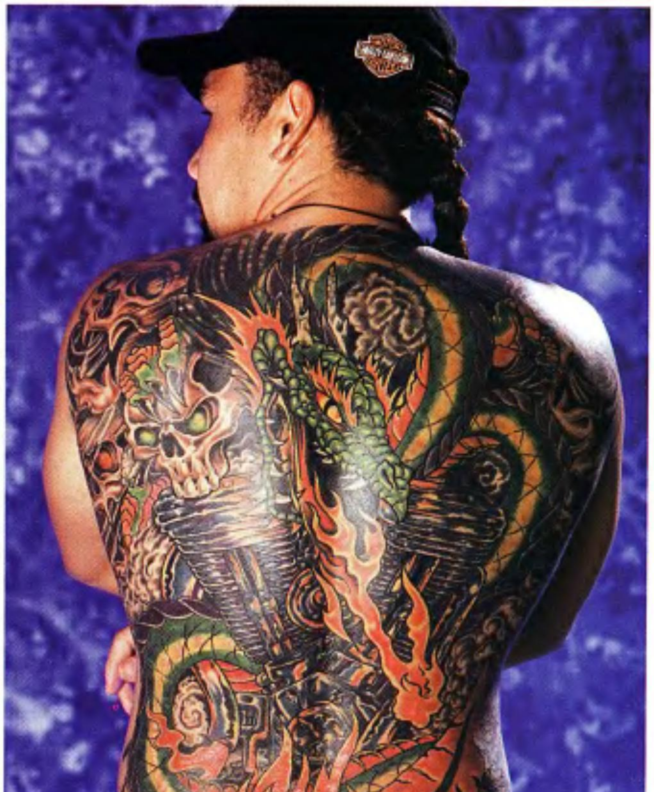




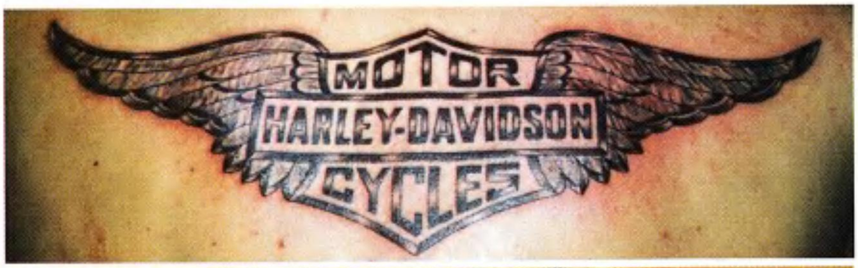
BIKER TATS

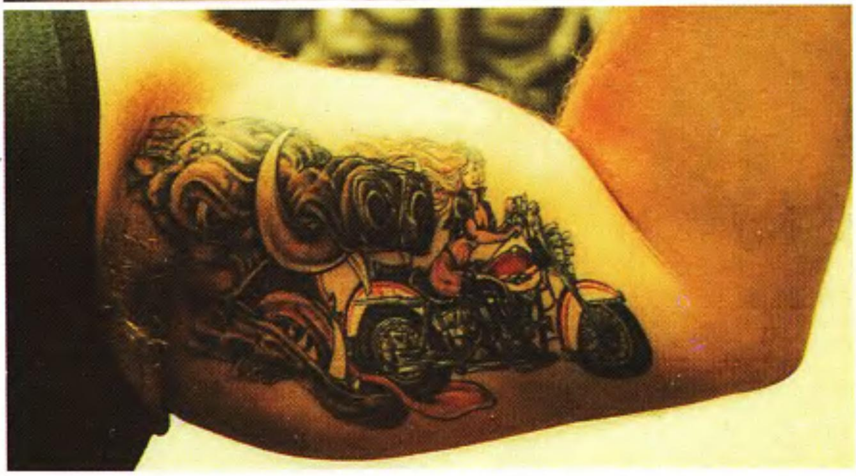
THE LEGENDS LIVE... IN THE SKIN

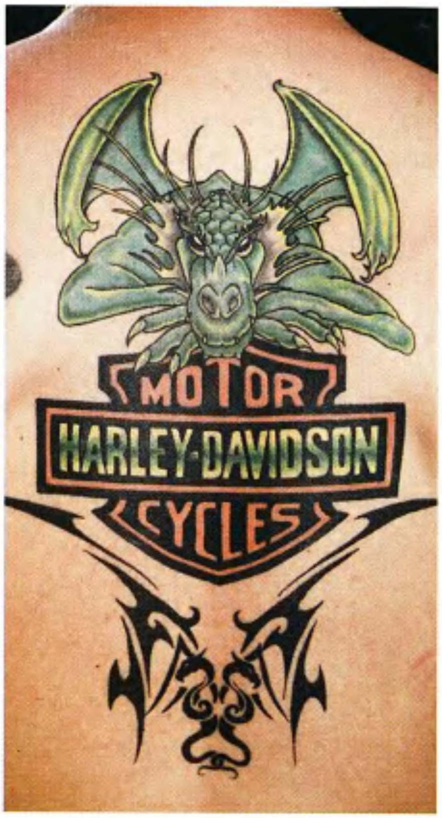


Since the earliest of times, humankind has seen fit to adorn the body with special markings. Sometimes this was done so that the person would be identified with a particular tribe. Other times, tatu (or tattoo, as it's known today) was worn so that the gods could identify a person when they entered the afterlife.

Today, many feel that their bodies are a temple that needs some decorating, and tattooing fills the need for individuality as well as to mark rites of passage. Some get a tattoo after meeting the love of their life; others get themselves some skin art to commemorate a divorce.

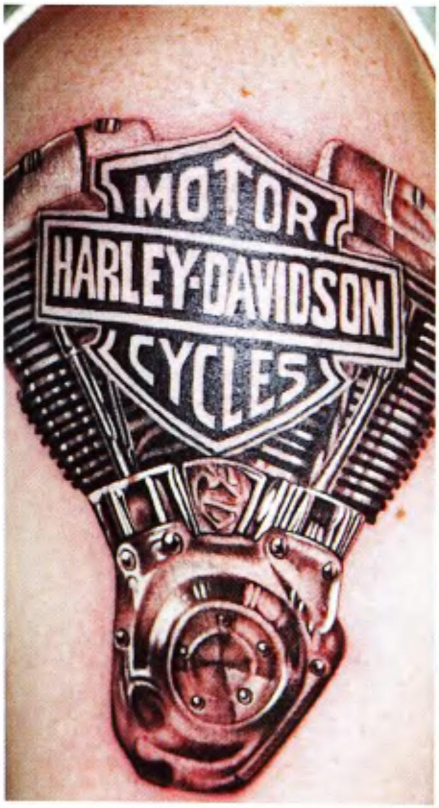






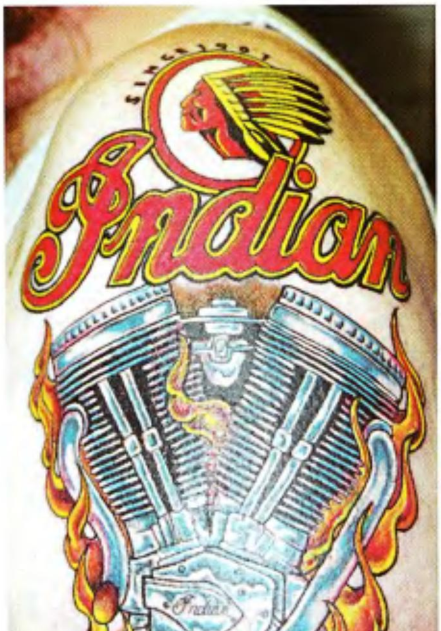
Whatever the reason, bikers have a long tradition of adorning their bodies with permanent images that express the lifestyle we love. Harley-Davidson logos make up a large part of biker-inspired dermagraphics. In fact, more people alive today sport a Harley logo on their flesh than any other company logo. Makes sense. After all, who would want a Hoover vacuum cleaner or Waring blender logo tattooed on their arm? (I know, just my weird Uncle Harold.)

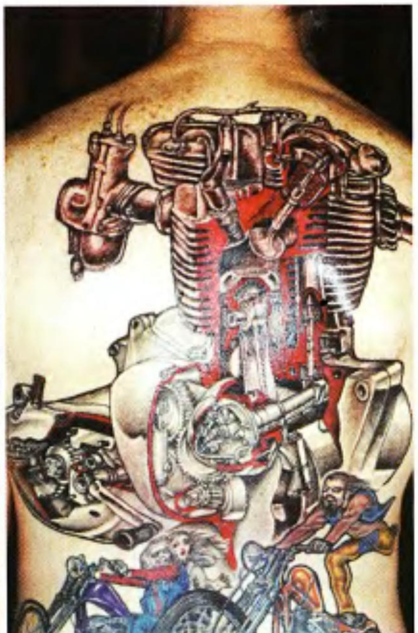
Every year we at *Easyriders* pay tribute to biker skin art in our "Tattoo Special." Herein you will find tattoos as rites of passage celebrating the victory of the hunt in all its guises, indoctrination into our two-wheeled tribe, and membership into a



revered brotherhood and sisterhood. You will find amazing examples of motorcycle-related ink as displayed in our enlightening tattoo magazine titles. Each one of these awesome masterpieces were obtained from *Tattoo*, *Tattoo Flash*, and *Tattoo Savage*—our sister publications.

Enjoy this look into the fierce passion that these dreams of riding free conjure. For these tattoos are more than skin deep, they represent the coded seeding





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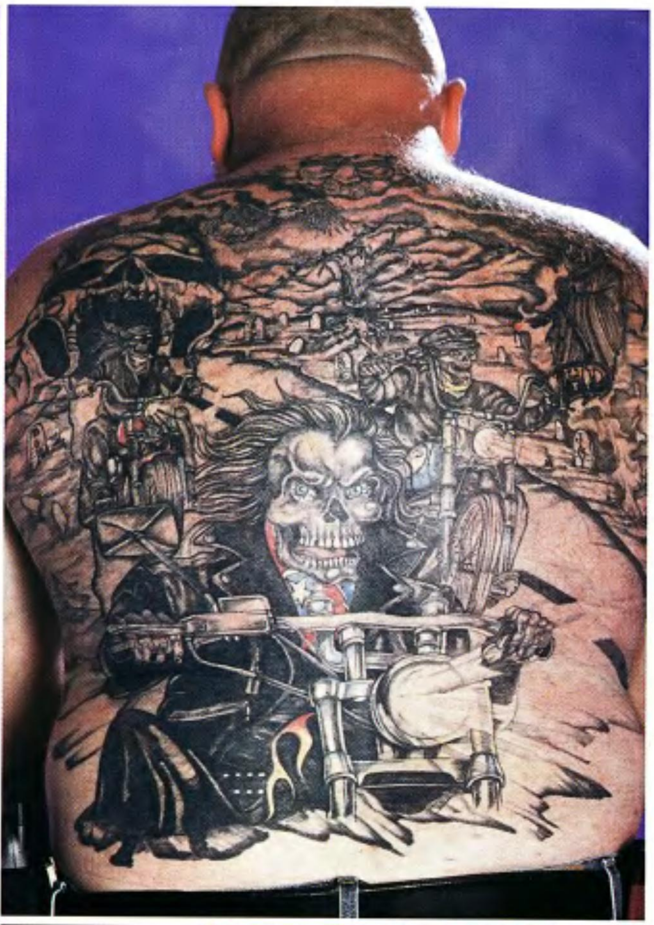

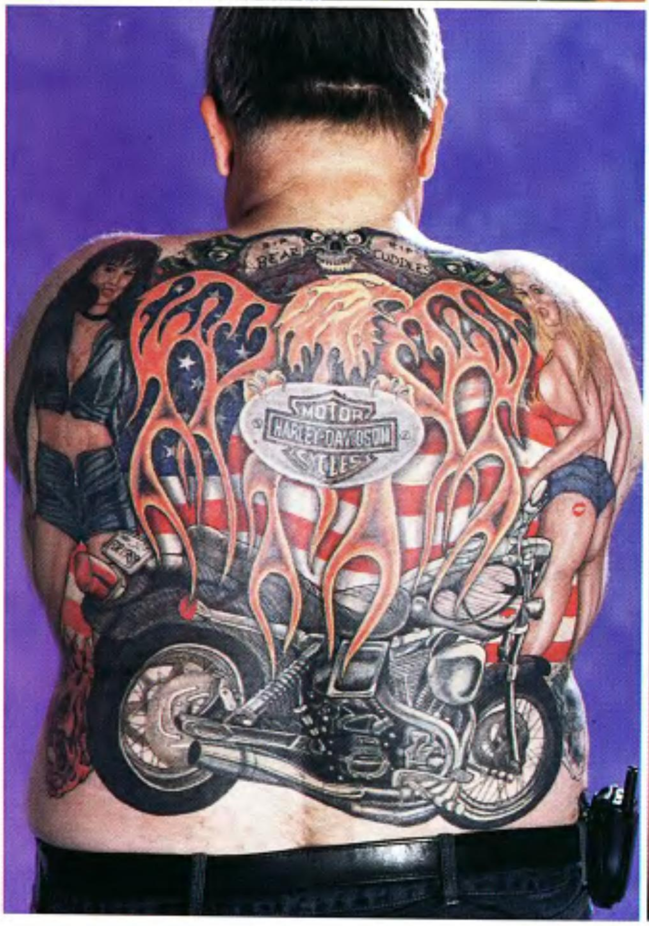
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of our kind, for we human beings are capable of the miraculous. It is our sincere hope that these cycle-related selections will act as ample inspiration for your very own unique biker ink.

—*Phantom Dave*

Photos: Tattoo magazine archives

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OLD SKOOL AND '70s KOOL

The Coffins Of Harleyville

First of all, the place really does exist. Harleyville, Pennsylvania, is a little town about 30 miles north of Philadelphia. It's real. It was established in 1760, named after a guy named John Harley.

"And everybody passing through tries to steal a sign," says Dave Croll, who passed through himself about 10 years ago when he was still out on the motorcycle drag-racing trail. "Man, what a place to open a bike shop," he thought to himself when he and his wife, Val, first rolled through the town. "What an address!"

Hardly idle thinkers, Dave and Val did just that, opened a Harley shop in Harleyville, and have since seen their Harleyville Motorcycle grow to become one of the largest Custom Chrome dealers on the East Coast, a three-story operation shipping to all 50 states and overseas, selling used bikes and aftermarket parts by the truckload. And oh yeah, building custom motorcycles and old-school rides like this one.

Actually, it's Brian Walsh and Todd Frankhouser who handle the bike-building chores in Harleyville. "And they have a complete shop to do it in," says Dave.

He's not kidding. At 888 Choppers, the bike-building arm of Harleyville Motorcycle, Brian and Todd have it all, everything from plasma cutters to welders to mills to frame jigs, "and they know what to do with it, too." The guys are fast with it all when they have to be, as well. They assembled the bike we're looking at here in a furious four-day's time. Not too shabby.

It all started with an early-'70s coffin tank that Dave had tucked away in the backroom, something he knew he'd use someday, somewhere, somehow. He got the tank from a customer, a young guy who had found it stashed away in the attic of his father's garage.

Beginning with nothing more than that old classic fuel holder and a plan, the guys in Harleyville built a motorcycle under it. They test-fit that relic of a tank onto every bare frame that came through the parts department, searching for just the right one with just the right fit and just the right look. They found it in a Yaffe softail-style chopper. Only the PYO softail didn't stay that way for long.

This bike is a softail-style in name only. There are no shocks. The swingarm is mounted on struts. The reason for that is purely aesthetic.

Dave, Brian, and Todd liked the lines of the softail-type frame a little more than the open, spindly look of a standard rigid, "especially that area under the seat, around the oil tank." The Yaffe softail-style frame gave them the look they wanted, and hard-strutting the swingarm allowed Brian and Todd to suck the rear fender down tight onto the tire.

Basics out of the way, Dave turned to his long list of vendors to fill in the blanks. The motor is a 100-inch RevTech, "a trouble-free piece and a good value," he says. "I sell a lot of 'em."

This one got dolled up with special parts from Wiseco, Andrews, Crane, Mikuni, and Donnie Smith. Natch, it's been BDL-belted to a RevTech 6-speed. The catalog's "Who's Who" of cool continues with some Arlen Ness, some Headwinds, some Cyril Huze, a taste of Exotic, and it all rolls down the road on Performance Machine Vintage wheels, both sporting Avons.

Kenny Mondello covered it all in a cloak of darker-than-midnight House of Kolor black with a deep pearl green for a hint of accent.

"That's a trademark around here," Dave says. Every bike coming out of 888 Choppers goes out painted jet black. No exceptions. "The bikes have to stand on their own," is how Dave explains it. "Our bikes don't hide behind fancy paint jobs or wild graphics. They're black, and they've got to be right to be that way."

More than a few show judges agree. This coffin-tanked creation, for example, won the Boardwalk Show at its debut in Daytona, Florida, a couple years back, grabbing a first-place trophy.

"That's a big deal for us," Dave says. It's a big deal for anyone; that show draws the heavy hitters. It's just that none of them thought to bring along a coffin, and paint it black.

To get a nasty 888 Chopper of your very own call Harleyville Motorcycles at 800-698-8946. *—Joe Kress*

Easyriders

Easyriders

passin' gas

Li'l Beverly walks into a pet shop and asks in the sweetest little lisp, "Excuthe me, mithter, do you have widdle wabbits?"

As the shopkeeper's heart melts, he gets down on his knees so that he's on her level, and asks, "Do you want a widdle white wabby or a thoft and fuwwy bwack wabby or maybe one like that cute widdle bwown wabby over there?"

She, in turn blushes, puts her hands on her knees, leans forward and says in a quiet voice, "I don't fink my pet python weally gives a thit."

Firepie
O.C., California

Deacon runs into an ex-girlfriend with whom he didn't have the greatest relationship.

"Ya know, I was with this woman last night, but I was still thinkin' of you," he tells her.

"Why, because you miss me?" she asks.

"Naa," says Deacon, "'cause it kept me from cumin' too fast."

Rocky
W. Palm Beach, Florida

News is in that Taliban members are extremely offended by being called "towel heads." We have recently been informed that they do not actually wear towels on their heads, they wear sheets.

So, please now refer to them as "sheet heads."

Bill Reid
The Knolls, California

Did you know that knife-wielding Lorena Bobbitt moved to Russia and changed her name to get a fresh start?

She now goes by Ivana Cutchacockov.

Steve Schwacke
Sniperhood, Marilyn

Tramp had to take his ol' lady to the hospital unexpectedly. Once there she asked him to bring her a few things from home. One item on her list was "comfortable underwear."

Worried he may make the wrong choice, he asked, "How will I know which ones to pick?"

"Hold them up and imagine me in them," she answered. "If you smile, put 'em back."

Rooster
Da Cage, California

Li'l Willy's mom is cleaning his room when she happens upon his stash of S&M magazines. Shocked and troubled by the discovery, she shows one of the magazines to her ol' man.

"What do you think we should do about this, Reno?" she asked.

"Well, I don't quite know," says the ol' man, "but I'm pretty sure ya shouldn't spank him."

Josh DeBra
Graybar, Oregon

One night Chopper is sittin' at the bar, drinkin' and complainin' that his false teeth are hurtin' him.

The guy sittin' to his left reaches into his pocket and pulls out a set of dentures, hands them to Chopper and says, "Here, try these."

Chopper tries 'em out, but hands them back saying, "Thanks, man, but they're too tight."

The guy pulls out another set and hands 'em to Chopper. They fit perfectly so he wears them until last call. After swallowing the last of his beer he turns to the guy and says, "These fit me great. You must be a dentist, right?"

"Nope," the guy replies, "I'm an undertaker."

JoLo
Long Beach, California

Ratchet comes home one night after a trip to the liquor store with two black eyes. Right away his ol' lady says, "What the hell happened to you?"

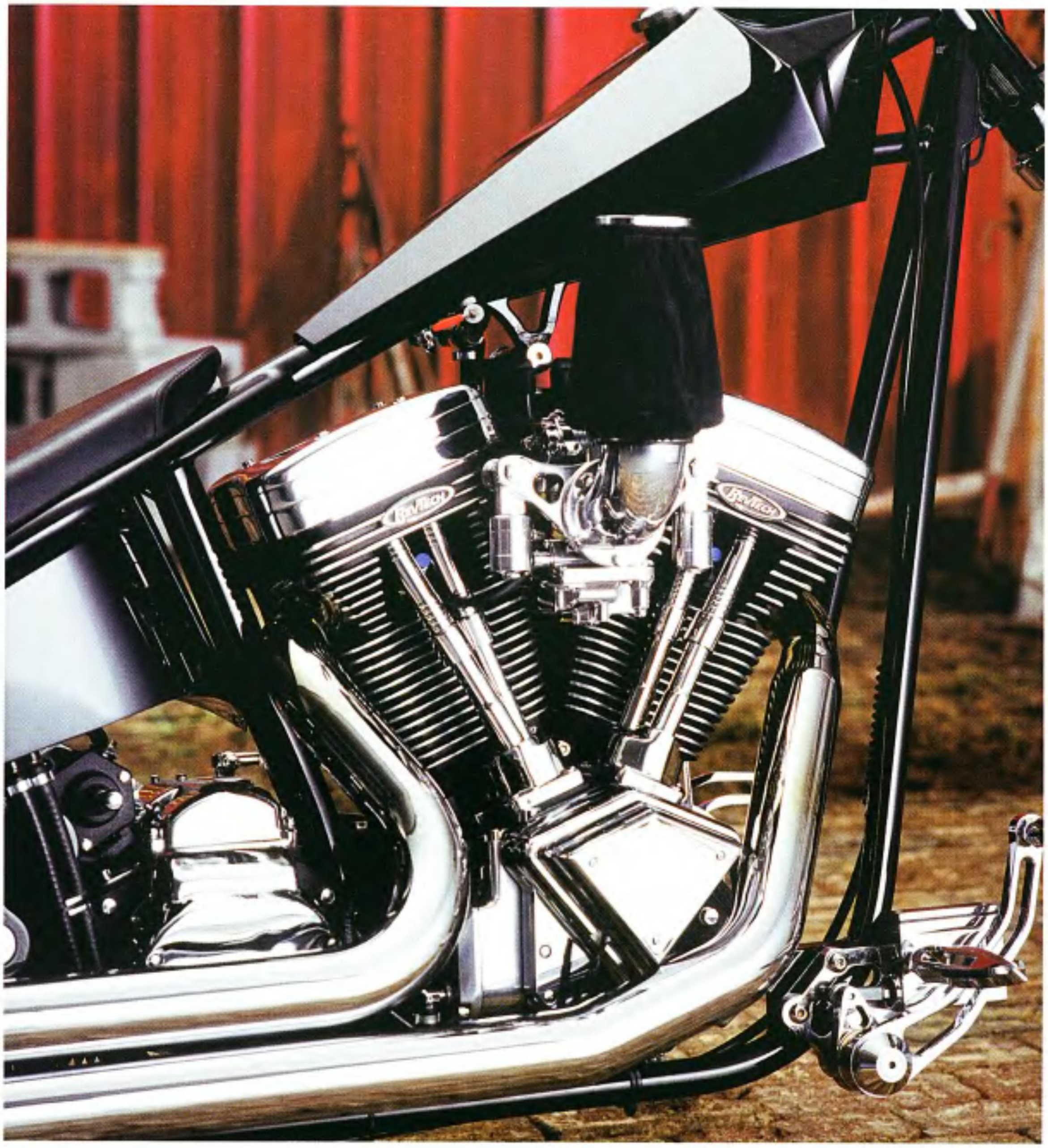
"I'll never understand you women," he replies. "I was standin' behind this chick at the store when I noticed her skirt was kinda wedged up the crack of her butt, so I pulled it out."

"Okay, that explains one eye," says the ol' lady, "but how about the other one?"

"Well, I figured she musta liked it that way, so I jammed it back in...."

E. Cole
Kenedy, Texas

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



Owner: ....Harleyville Motorcycles
City: ..Harleyville, Pennsylvania

General

Fabrication: Todd Frankhouser
Year and make: ..2002 Special Construction
Model: ....Custom Chopper
Assembly:...............Brian Walsh
Time: ....1 week
Chroming: ....DGM Plating

Engine

Year and model: ..2002 RevTech
Rebuilder: ....RevTech
Ignition: ....Crane HI-4
Displacement: ....100 cubic inches
Lower end:..................RevTech
Balancing: ....RevTech
Pistons: ....Wiseco
Cases: ....RevTech
Heads: ....RevTech
Cam: ....Andrews
Lifters: ....RevTech
Carb(s): ....Mikuni, 42mm
Air Cleaner: Joker/Forcewinder
Pipes:..................Donnie Smith
Mufflers:.............................none

Transmission

Year: ....2002 RevTech
Shifting: ....6-speed, foot
Engine sprocket: ....BDL
Trans sprocket:..................BDL
Wheel sprocket: ..Performance Machine Vintage

Paint

Molding: ....Kenny Mondello
Painter: ....Kenny Mondello
Color/type: ..black/pearl green, House of Kolor

Frame

Year:..................................2002
Builder:......Paul Yaffe Originals
Type:....................250 Chopper
Rake: ....40 degrees
Stretch: ....6 inches up, 5 inches out

Accessories

Bars:........................Arlen Ness
Risers: ....integral
Fender(s): ....Brian Walsh/ Cyril Huze
Headlight: ....Headwinds
Taillight: ....Paul Yaffe Originals
Speedo: ....none
Pegs:........Headwinds Daggers
Electrics:....by Kevin Fritzenger
Gas tank:....'70s vintage Coffin
Oil tank: ....Paul Yaffe Originals
Oil system:..................RevTech
Primary cover: ....BDL
Seat: ....Exotic
Mirrors:......Paul Yaffe Originals
Grips: ....Paul Yaffe Originals

Forks

Type: ....Boyd's/Perewitz
Extension: ....10 inches over
Builder: ....Forking By Frank/ Mike Wells
Modifications: ....7-degree triple-clamps

Wheels

Front

Type: ....Performance Machine Vintage
Size:..............................21-inch
Rim width: 2.15-inch
Tire: ....Avon, 80/90-21
Brake:....Performance Machine

Rear

Type: ....Performance Machine Vintage
Size:..............................18-inch
Rim width: 8.5-inch
Tire: ....Avon 250-18
Brake:....Performance Machine
Photos: ....Joe Dell

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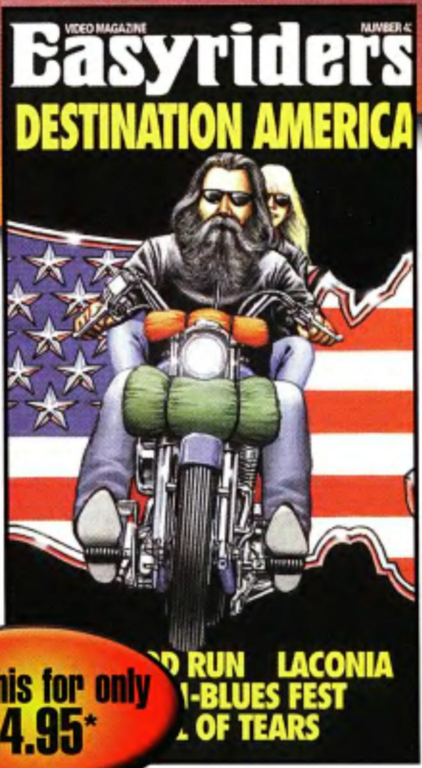

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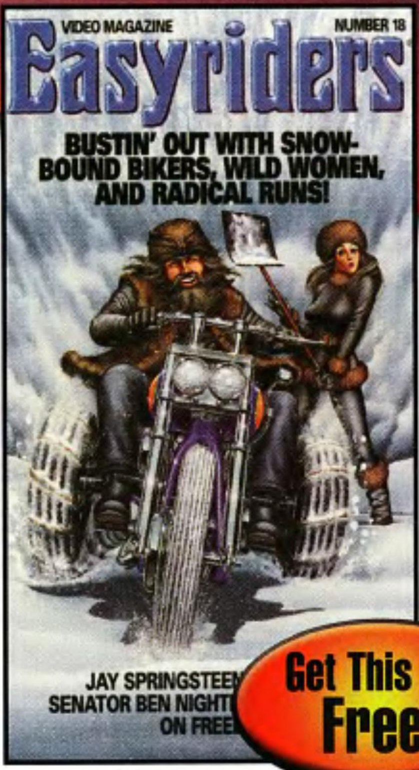

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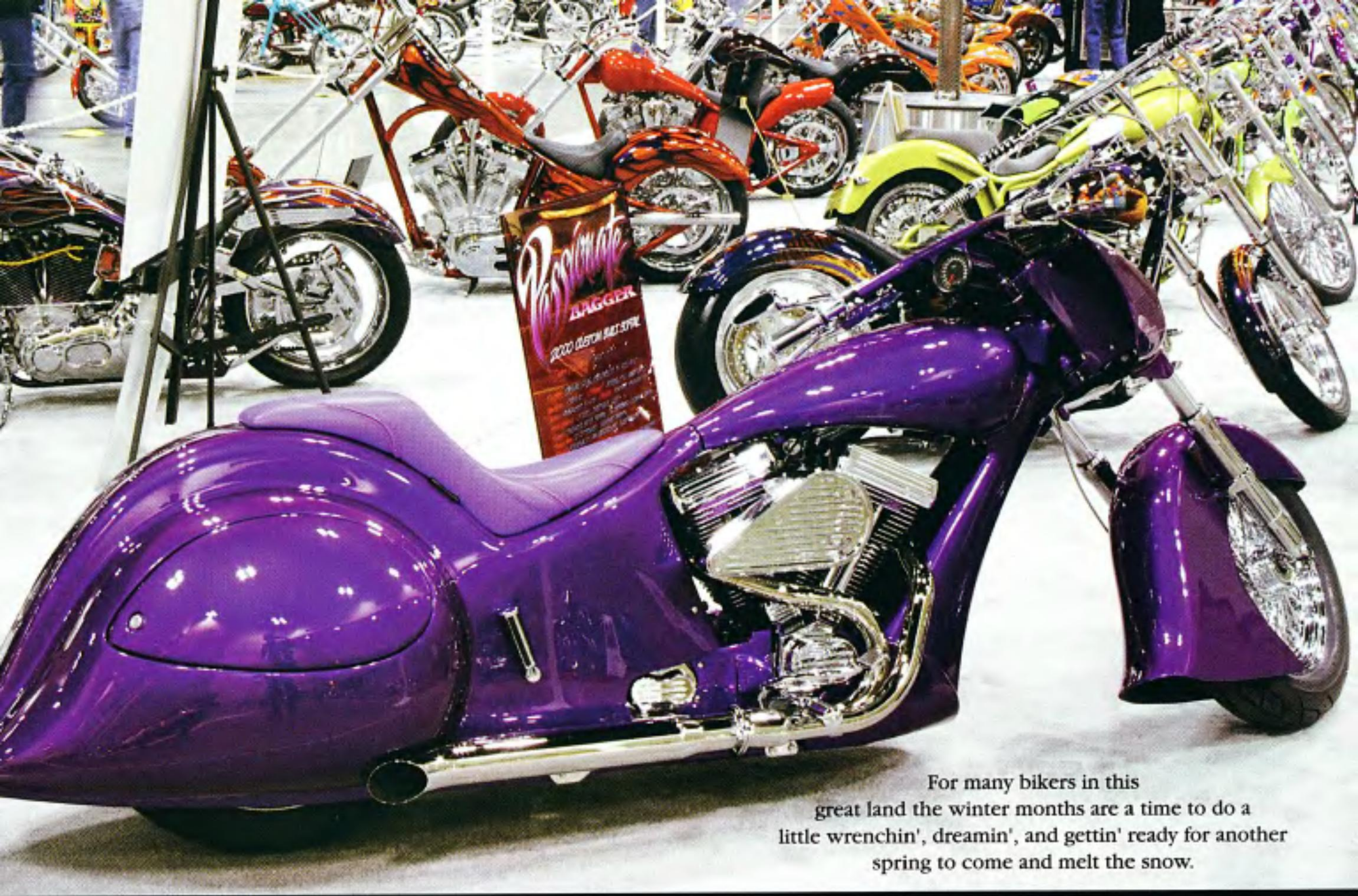
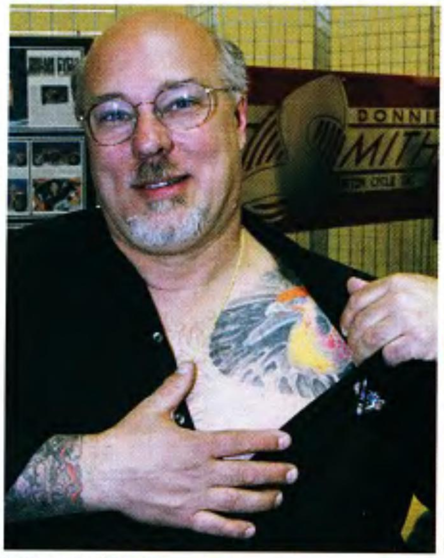


For many bikers in this great land the winter months are a time to do a little wrenchin', dreamin', and gettin' ready for another spring to come and melt the snow.

ROLLIN' ON STRONGER AND STRONGER



Photos: Timothy Remus

By late March, most riders are getting the two-wheeled itch real bad. That's why master bike builder Donnie Smith, along with Neil Ryan, owner of the American Thunder bike shop in Prior Lake's, Minnesota, cooked up the Donnie Smith Invitational Bike Show. On March 30, the third annual show with Donnie in the saddle (a rebuild of an older show) got underway bringing in a record crowd to check out all the custom bikes.

Donnie told us that people were lined up outside the Touchstone Energy Center in St. Paul, Minnesota, waiting for the doors to open. The large Roy Wilkins Auditorium located at the River Center hosted the crowd of over 10,000 eager custom enthusiasts. Donnie also told us that the show has grown to the point that next year they will definitely hold the show for two days instead of one.

The auditorium was packed from wall to wall with bikers looking to inspire their own custom juices by ogling the 167 judged custom bikes on display. Donnie told us that they decided to add a new class this year known as the Pro Class. In this new class high-end builders pay $100 to enter their wild rides with cash prizes of $1,000 going to first place, $500 to second place and $250 to third place. Twenty-six gorgeous custom scoots entered the Pro division and Donnie says that the only problem was that everybody wanted to win.

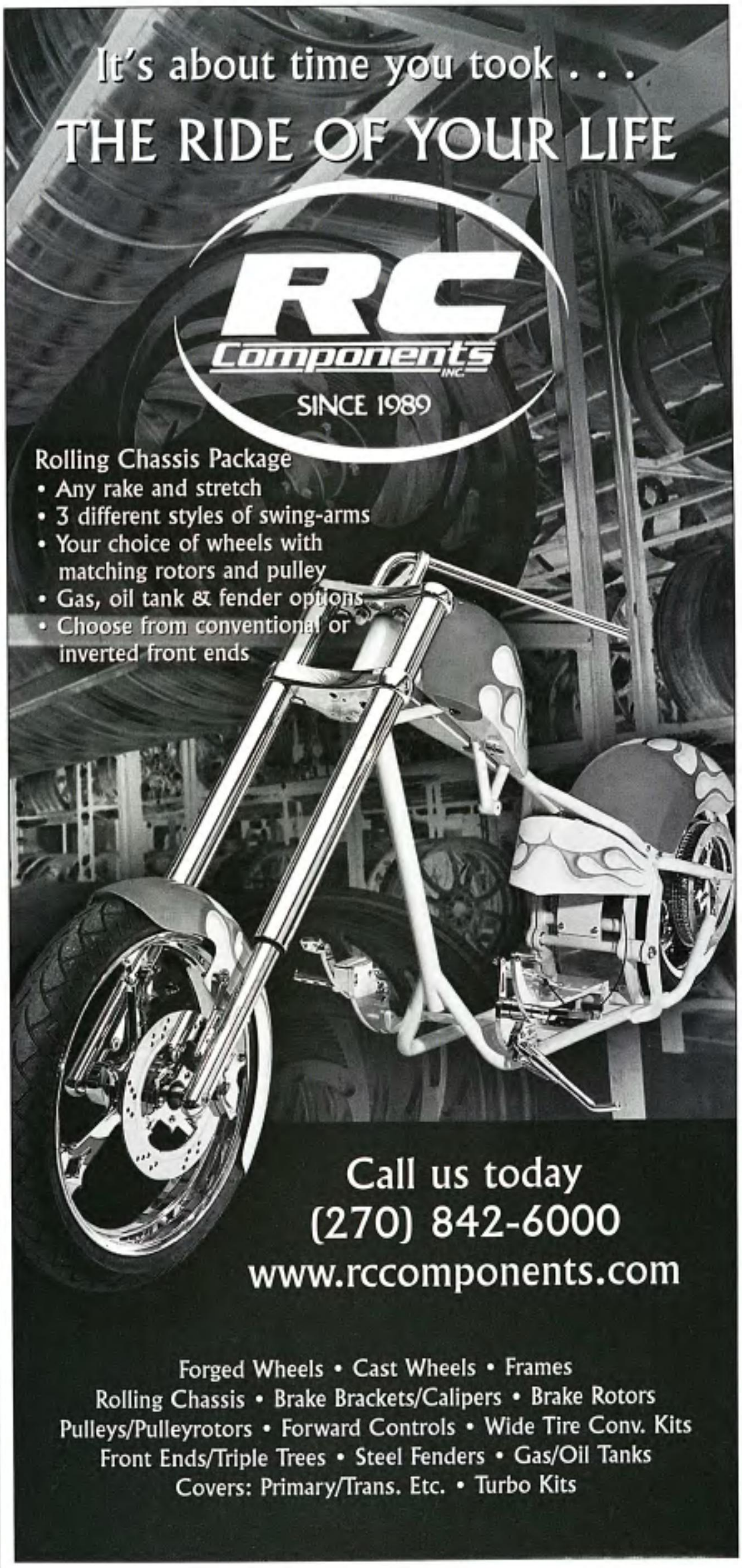
We asked Donnie what the judges were looking for this year. "Well, the overall quality of the bikes was much better this year," Donnie says. "The judges told me that the biggest downfall of some of the bikes was a lack of detail when it comes to wiring. Some of the bikes had wiring and cables hanging out all over the place and you want to hide

that kind of thing in a high-end custom motorcycle."

After scopin' out all the custom bikes, folks were welcome to cruise the swap meet goin' on downstairs, and lots of people were able to pick up some last-minute, much-needed parts so the final touches could be put on their winter projects for next year's show.

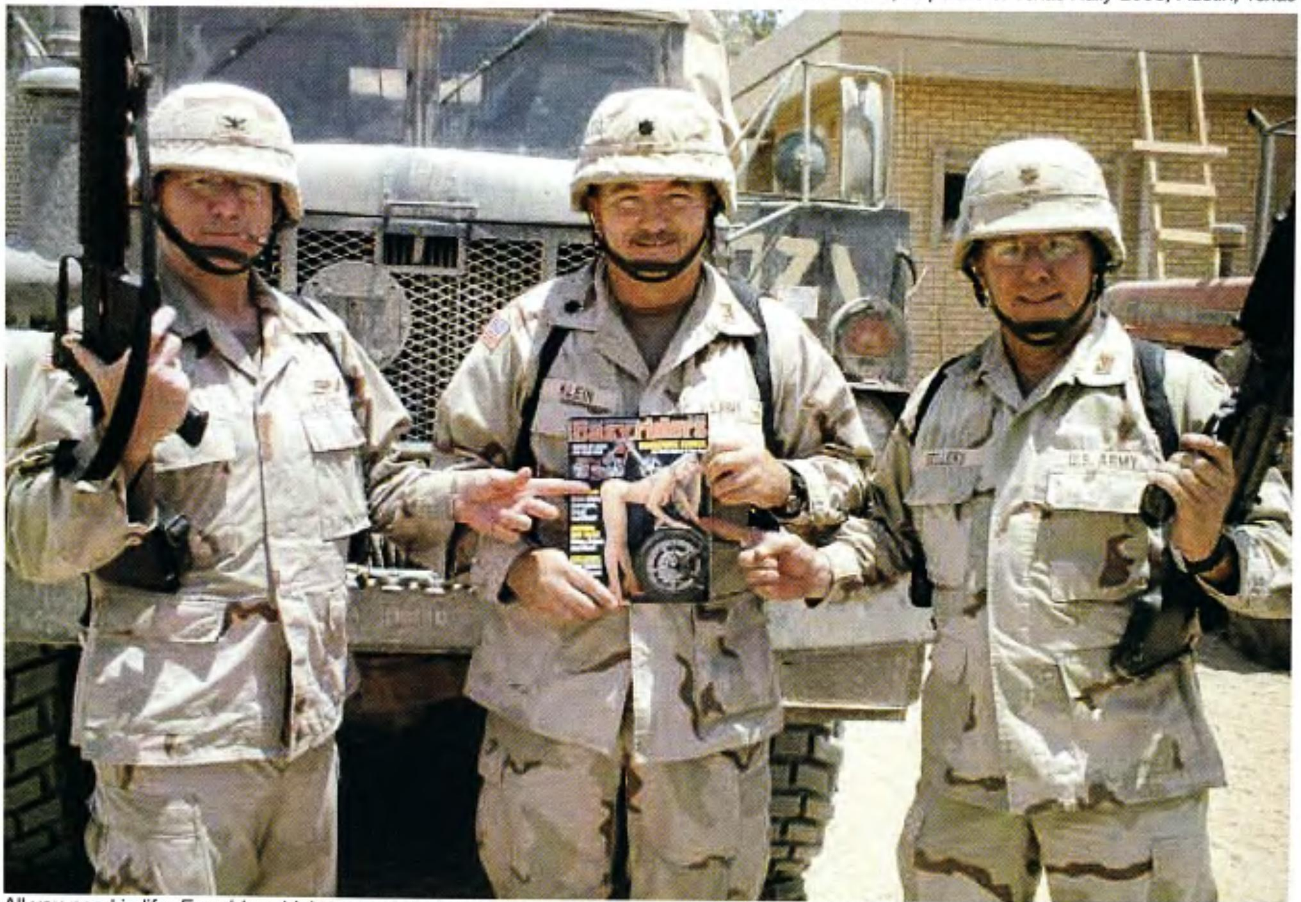
The Donnie Smith Invitational Bike Show gets bigger and classier every year. We'll be sure to check out their two-day show next March. For info call Neil or Lisa at American Thunder, 952-226-1180.

—Phantom Dave



IN THE WIND

Two for the road, in more ways than one. —*J.R. Lawler, Republic of Texas Rally 2003, Austin, Texas*



All you need in life: *Easyriders*, high-test gas, bullets and a shoe shine. —*Col. Rigby, Lt. Col. Chip Klein, Maj. Sellers, 168th Eng., Balad, Iraq*

This tit's for *you!* —*Miserable George, Harley Rendezvous, N.Y.*

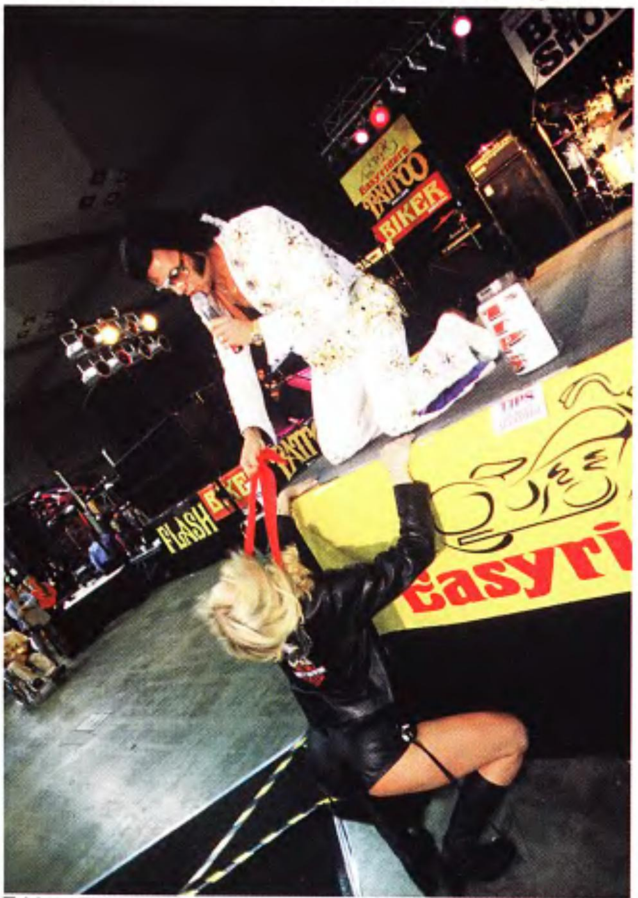
You wait in Kuwait. —*Sgt. Jeremy Whittaker, SSG. Chuck Nabors*

New crew on the Battleship North Carolina. Erect and ready for action! —*Mike DiMartino, Wilmington, N.C.*

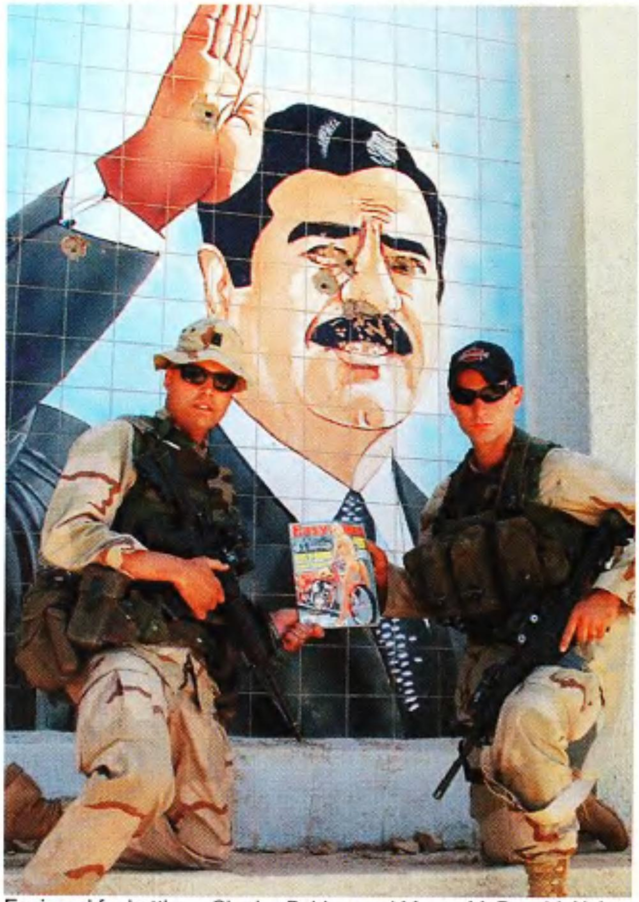
Yeow, sign me up! —*Bernie Frickx, River Run, Laughlin, Nev.*

Ms. Laconia 2003 and judges. —*Chrissie Melnick, Weirs Beach, N.H.*

Sign my bike over? —*Susan and Charles Dionne, Wedding Day blues*



Told ya, Elvis ain't dead. —*Billy Tinney, Memphis, Tenn.*

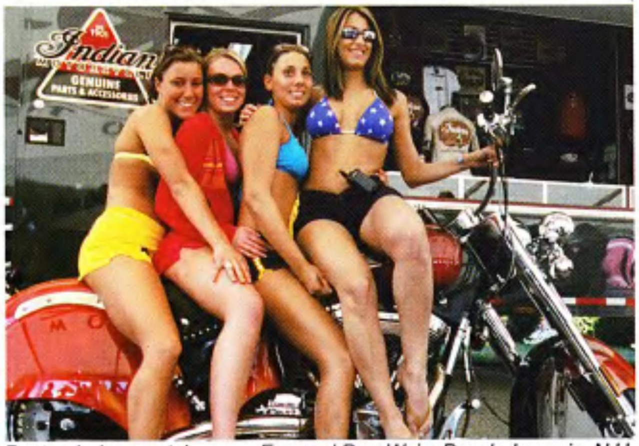


Equipped for battle. —*Charles Dablow and Mason McDonald, N. Iraq*

Newt meets his match. —*Terry Allin Photography, Daytona Bike Week*

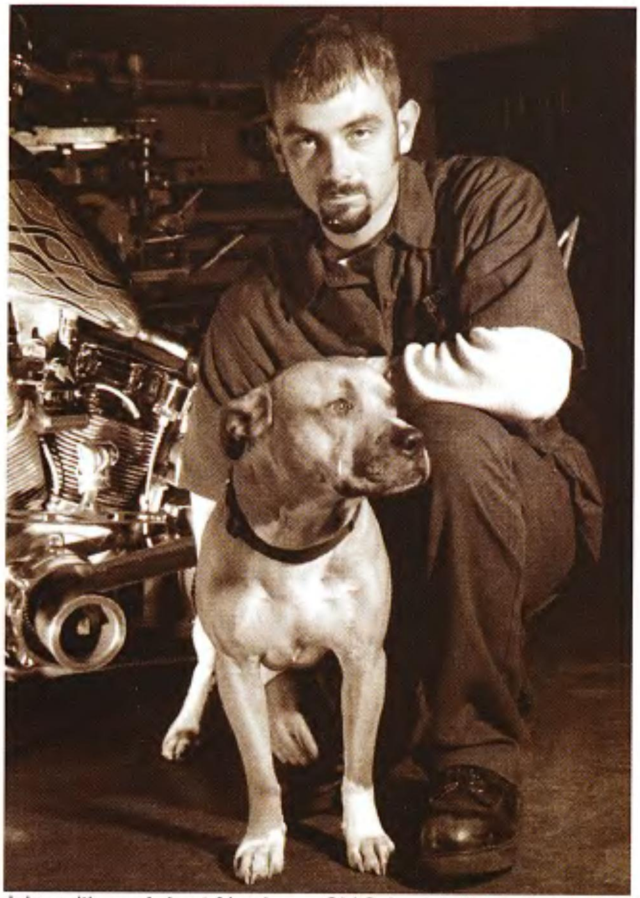
Ryan, on the road again. —*Russ Kerstetter, Shawnee, Kan.*

Red, white and boob! —*Darwin Becker, Dickinson, N.D.*



Boston babes party! —*Egg and Pez, Weirs Beach, Laconia, N.H.*

You are looking at the limited-edition CVO Dyna... not Martha... *right?* —*Abbie Solarez, Brawley, Calif.*

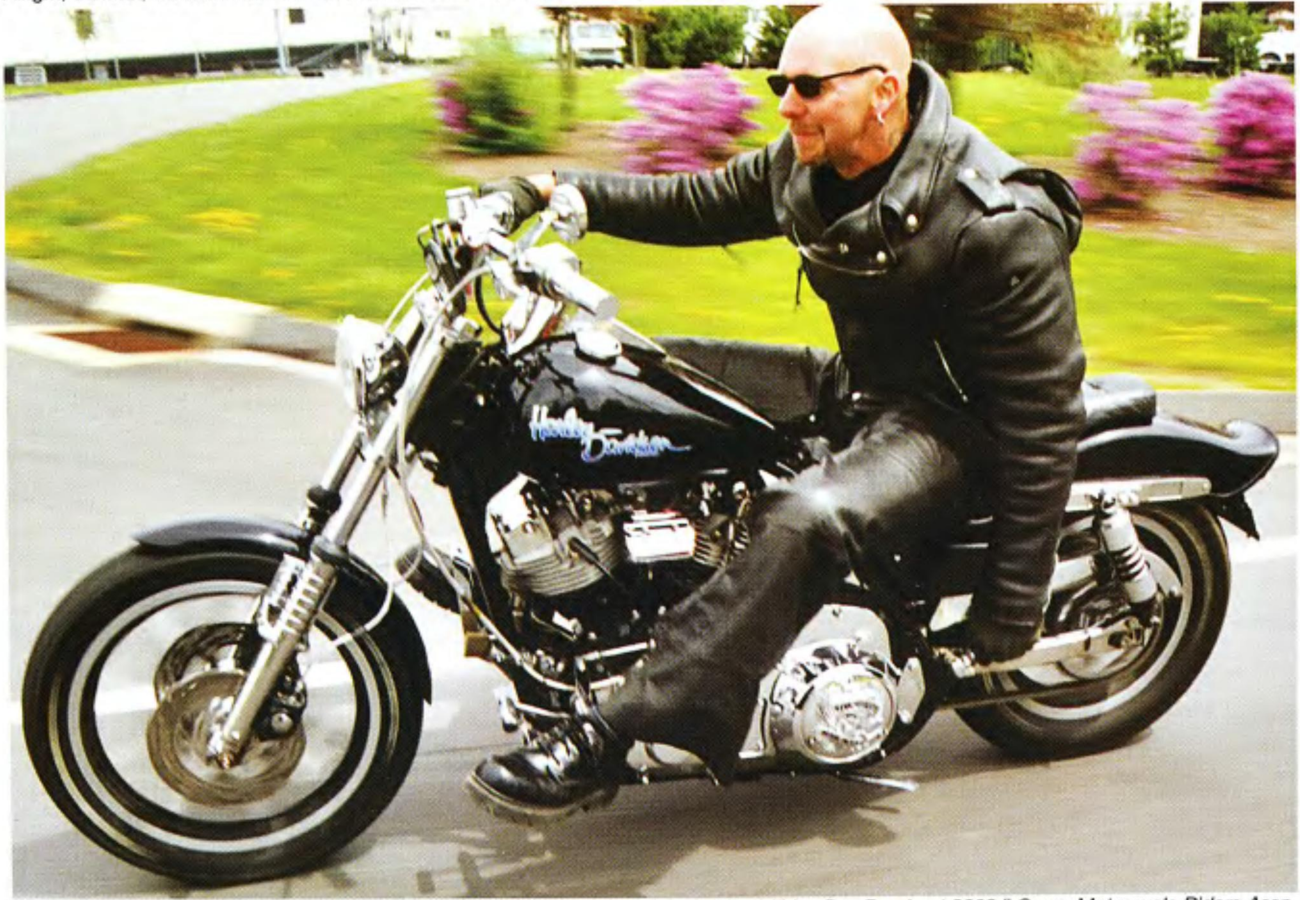


Joker with man's best friend. *—Old School Jeff, Cincinnati, Ohio*

Ride on, Red Dog. *—Katmandu, Pompano Beach, Fla.*

You aren't lookin' at that Jap bike… are ya? *—Jacquie, Delray Beach, Fla.*

Alright, dammit, we admit it… we *were* lookin' at the red-tressed Kara, *and* the bike! —*Nate Ullrich, Belle Fourche, S.D.*



Tech Tip for Jack: Never adjust your belt while in motion. —*Egg and Pez, "May Day Breakout 2003," Conn. Motorcycle Riders Assn.*

Feelin' good. —*Irv the Perv, Southampton, Mass.*

Earned them beads at the Blowout. —*Kevin Zanca, Gulfport, Miss.*

Some bros have all the luck. —*Irv the Perv, Where the Babes Roam*

Vietnam Vets MC Toy Run. —*Doug Armondi, Lawton, Okla.*

Hammer down, showin' big inches. —*Bob Clark, Hesperia, Calif.*

Rose Bonanza and Diva. Who's who?—*Mike DiMartino, Burgaw, N.C.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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3" BELT DRIVE KIT 1125.47 up
ROD SETS 131.16 up
BRAKE TEE 8.76 up
M/CYLINDER 34.89 up
CALIPERS 112.64 up
FLOOR BOARDS 31.20 up
FXST PIVOT BOLT COVERS 7.78 up
AXLE COVERS 6.51 up
TRANS. ADJUSTER 17.62 up
TRANS. MOUNT PLATE 11.03 up
STARTER MOTORS BLACK 106.66 CHROME 116.46
FRT FENDERS 23.46 up
BREATHER GEARS STOCK 39.94 up S&S 44.83 up
IGNITION SWITCH 16.60 up
RAIL GRIPS 13.66 up
HEADLAMP ASSY. 85.46
THROTTLE 7.82 WITH GRIPS 13.56 up
REAR FENDERS STEEL 18.94 up STRUTLESS 178.36
ANTI-VIBE PEGS w/HEEL STIRRUPS 48.84 up
LIGHT HOUSING 101.76
POINTS CONVERSION KIT 28.26up
CHROME BILLET LOWER LEGS 312.94 pr.
TIRES C-SHIN 24.49 up KENDA 38.45 up MAXIS 40.37 up AVON 54.94 up
H-BARS 14.93 up
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RUMBLE CUSTOMS' 2003 CAMEL BIKE

"Some people get it, some people don't," says Tom Langton about his radical 2003 Camel Bike. "But for me it's like a New Age chopper with everything taken off that doesn't make it go faster or stop faster. It's the bare essentials in a bike...a powerplant, a driveline and two wheels. It's all part of the movement toward less frame and more motorcycle."

For the past 10 years Tom's has been shaking up the status quo and the competition from his Rumble Customs Motorcycles shop located in Delta, Ontario, Canada, on the eastern end of Lake Ontario. Tom and his very talented crew of craftsmen including Blair McGrath, Duane Massey and Keith Sim recently answered the invitation to build a Camel Roadhouse custom.

When Tom was approached by the R.J. Reynolds Tobacco Company concerning the project they made an offer he wasn't about to refuse, a workable budget and a request that he could build whatever he wanted as long as it attracted a crowd.

BADLAND

After mulling it over, Tom knew what his answer would be. "I chose to replicate an old H-D board track racer while combining new technology found on modern sportbike platforms." As you can see by the photos Tom did just that, conjuring up a 21st Century custom with serious snarla-tude featuring a blend of a fenderless, no frills all-musclebike look with a nostalgic "tractor seat" nod to vintage classics plus a heavy duty dose of hillclimber/dragstrip personality. Tom's name for his vision of a Saturday night streetracer/urban streetfighter sums it all up…Badland.

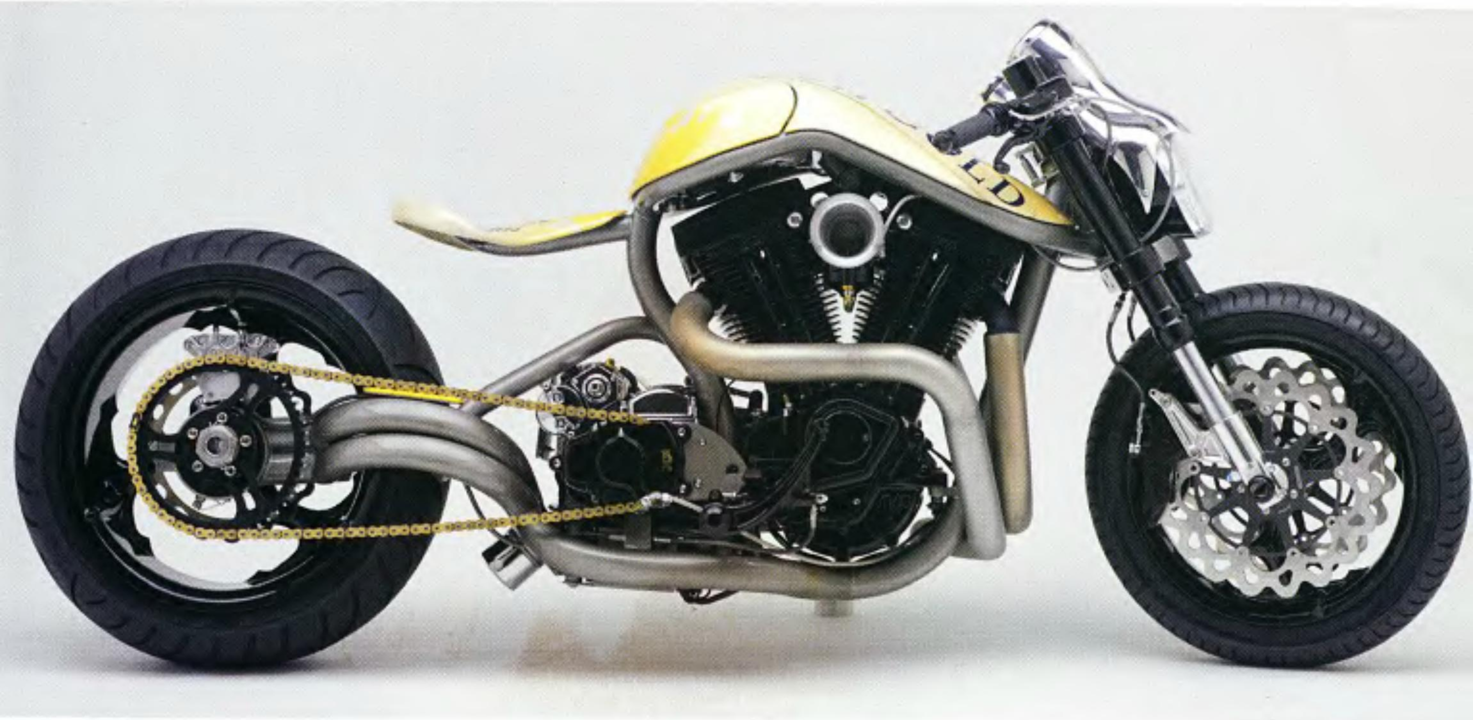
He first set about achieving his goal with the bike's chassis. Badland's frame was constructed from 2-inch tubing, the front hoop fashioned to emulate the look of a vintage H-D flathead. Deleting the external oil tank and plumbing to augment the retro-techno theme, the frame does double duty since it holds 10 liters of oil and the internal oil lines as well. The rear section of the frame is a single-sided swingarm and is uniquely right side rigid. Everything of course is handmade.

The front end is an inverted style 12-inch under setup with Perse triple trees, and up top is a Perse instrument pod featuring an Autometer tachometer, a Moon oil pressure gauge, and, yes, that's a V-Rod headlight. Tom likes to use at least one thing from Harley on all his bikes.

And under that pressure gauge, you'll find a Grand Prix steering stem 6-piston stabilizer; steering control is provided by one-off clip-on handlebars.

Braking is provided by Performance Machine 6-piston calipers grabbing Braking USA 13.5-inch wave rotors. The heavy-duty anchors are needed since the powerplant is a stump-pulling 131 Merch, Stage III, producing 125 horsepower.

GOLD



Making some beautiful music is a one-of-a-kind Rumble Customs exhaust system. Asked what the bike sounds like, Tom says simply, "Really loud. It's a stainless steel exhaust so it always has that ring to it. It's just like a big block with open headers."

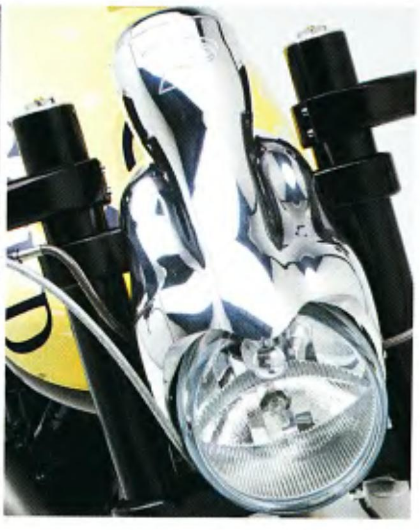
The primary drive is a 3 1/2-inch Primo/Rivera system mated to a Baker right-side drive, 6-speed tranny and a Primo dry clutch. Taking the ponies to the pavement are a set of Rumble Customs machined three spoke Ravens, including a massive 18- x 10-inch rear unit, both wheels are powdercoated black with Adams gold metal flake.

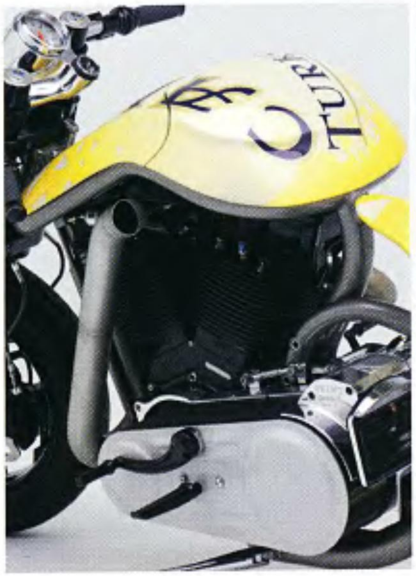
The Camel Bike yellow and black paint job was sprayed by the practitioners of the paint arts at Voo Doo Air. "Barry Bolton is very, very talented so when I go to Voo Doo I really don't explain a lot to them, just what it has to have and leave it up to them," says Tom.

Set against the backdrop of his other creations, Badland once again clearly demonstrates that Tom paints from a wide-spectrum palette when it comes to unique customs. That talent earned him top honors, including a win at the prestigious Oakland Roadster Show. Asked what it is like to ride the bike, Tom replies, "Well the bike weighs under 400 pounds. It is extremely powerful, and being rigid your back tire hooks up quick and there's no suspension sag. It's just light and quick."

When we spoke with Tom he was just back from Hawaii where he was visiting the bike's new owner George Katsikas who lives and rides in Maui. A connoisseur of fine motorcycles George happens to own two other Rumble Customs one-offs including "Helldorado" and a chopper currently in the works. In others words, a very satisfied customer. Says Tom, "As for me, the satisfaction is the recognition for building something that is completely handmade and that recognition this year has been outstanding."

Meanwhile Tom's aiming to build 20 two-up, rear suspension, fully street-legal versions of the Badland annually beginning in late 2004. Call them Badland II. For more information ride the Web to www.rumblecustoms.com or just call Rumble's general manager Mary Anne, at 613-928-1017. —*Paul Garson*





Owner: ....George Katsikas
City: ....Hana, Maui, Hawaii

General:
Designer: ....Rumble Customs/Tom Langton
Fabrication: ....Rumble Customs
Year and make: ....2003 Rumble Customs
Model: ..Badland/2003 Camel Bike

Engine
Year: 2003
Model:............................Merch 131
Builder:..................................Merch
Ignition:..........................Crane Hi-4
Displacement: ....131 Stage III
Lower end:............................Merch
Balancing: ....Merch
Pistons: ....Merch
Heads: ....Merch
Cam: ....Merch
Lifters: ....JIMS
Cam: ....Merch
Carb:.........................S&S Super D
Air cleaner:................velocity stack
Exhaust: ....Rumble Customs stainless 2-into-2

Transmission
Year:..2003
Maker: ....Baker 6-speed
Modifications: ....right-side drive

Painting
Painter: ....Voo Doo Air
Color/type: ....Camel Yellow
Special paint:..............Barry Bolton

Frame
Year:..2003
Type: ....Rumble Customs/ Rolling Thunder
Rake: ....30 degrees
Modifications: ....oil in chassis

Accessories
Handlebars:........................clip-ons
Handlebar controls:....Performance Machine
Fenders:.................................none
Headlight:.............................V-Rod
Taillight: ....LED mudflap on the belt drive
Speedo:.........................Autometer
Dash: ....none
Front pegs:..........Rumble Customs
Rear pegs: ....n/a
Electrics: ....Rumble Customs
Gas tank: ....Rumble Customs
Oil system: ....Rumble Customs
Seat: ....Rumble Customs
Mirrors:....................................none
Grips:..........Performance Machine/ Renthal

Forks
Type: ....Showa inverted
Extension: ....12 inches under
Builder:................Rumble Customs
Special features: ....Buell legs, Perse triple trees

Wheels

Front
Size: ......16-inch Rumble Customs Raven, 3-spoke
Tire:........................Avon 120/70 16
Brake:......Braking USA wave rotor/ PM 4-Piston

Rear
Size: ....18- x 10-inch Rumble Customs Raven 3-spoke
Tire: ....Avon
Brake:......Braking USA wave rotor/ PM 4-piston

Photographer: ......Michael Lichter

Meet May's Winner

Georgia. Georgia...Just a sweet old song keeps Georgia on my mind. Yeah, that and li'l ol' Julie here. Yes, little *Miss Thang* here is from the sweet spot...Atlanta, Georgia. Seein' as how the weather was a little tepid in Hotlanta, we decided (being the brain trust we is) to fly her down to the ultimate in ultra humidity...Ft. Lauderdale, Florida. Now we couldn't just let this little magnolia blossom wither in the heat by herself, so we also decided to send in Billy Lane and the boys (and girls) from Choppers Inc. Now surely they would treat our tender flower with the utmost respect befitting a little spinner, I mean a Southern Belle such as Julie. Of course we would indeed have all this chaperoned by the Gentleman's Gentleman, Don Rogers. We felt so much better about putting this delicate peach tree blossom in the hands of "strangers." We should have known better than to put her anywhere near those folks at Choppers Inc.! See for yourself what happens when ya mix a little Billy and Nick, add some hot lights, a few beers and a topless hottie. Oh look. a recipe for topless fun and frolic!

—*Doc Holiday*

Karen—Louisiana

#1001

"I had this powerful piece of vibrating machinery between my legs and I thought, 'I'm hooked now.' I've been riding ever since and havin' a blast."

Renee—Missouri

#1002

"My first ride was on my 16th B-day. Once I heard the engine, felt the vibration and the liberating freedom, I knew: No more rice grinders."

Ryan–North Carolina

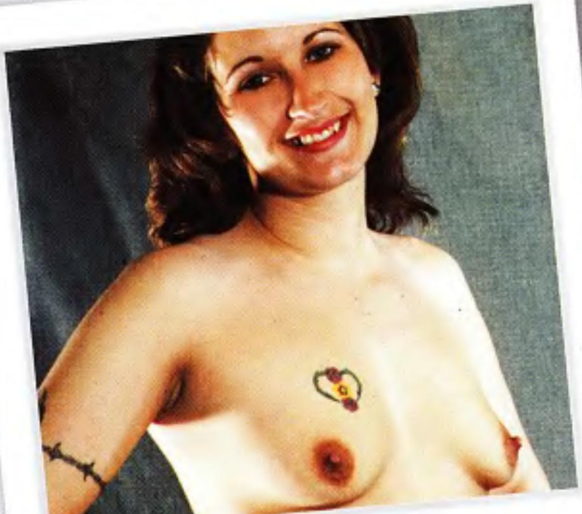
#1003

"With my legs wrapped around him, by breasts pressed against his back...it was a long, hard ride."

Ruby–California

#1004

"Halfway through the ride I grabbed my boyfriend's "jockeyshift" and hand-shifted!"



Amy–Georgia

#905

"My first ride was on the back of my dad's bike. I was only 4 years old. It was a blast. After riding around with him, I knew I was hooked for life."

Raven–Ohio

#1006

"My first ride was with my dad on his old panhead. I got so addicted that now I ride on my ol' man's bike on the fender. I don't even need a seat!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #364 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes September 1, 2003. The voting deadline for this month's crop of cuties is September 30, 2003. We'll announce the winner in the February 2004 issue.

Here she is, your June 2003 monthly Fox Hunt winner, innocent Alyssa, Number 601, from Raleigh, North Carolina. Come back next month and see a lot more of her next issue.

364

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ____________________

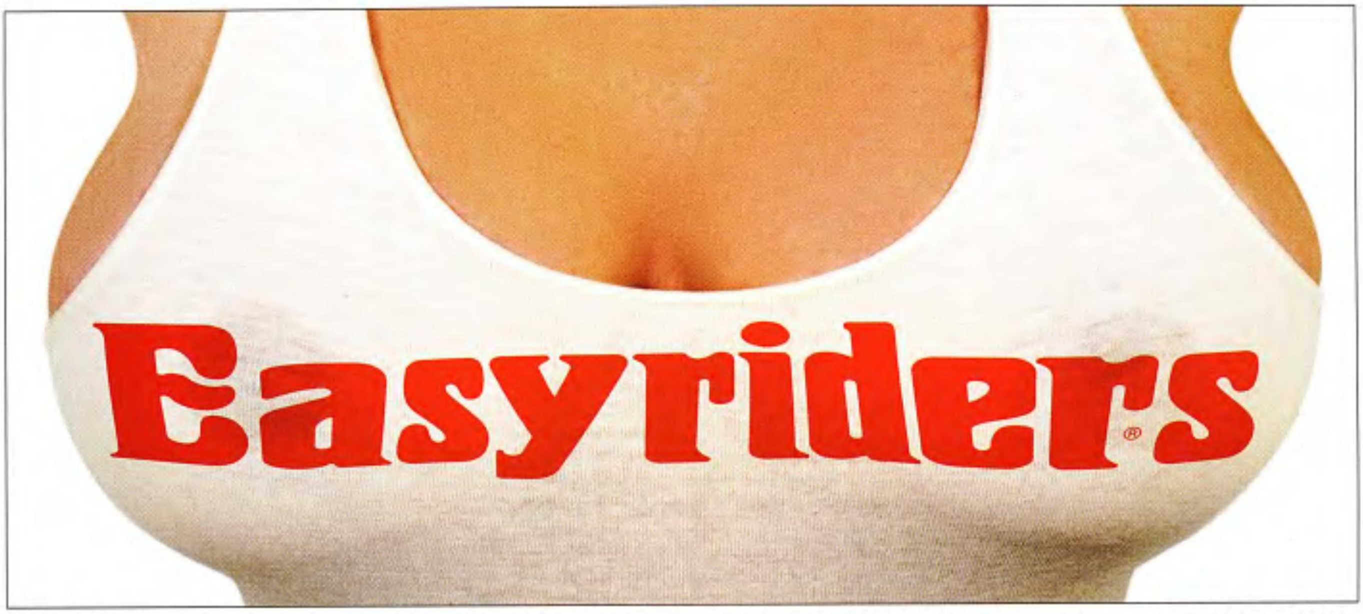
Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

BIG NEWS!



If your favorite shop doesn't carry Easyriders Roadware tell them to get with it! NOW all dealers can sell the Roadware line! After July 1st, 2003, "Easyriders Stores" will be changing their names. Most will continue to carry the Easyriders Roadware line and we thank them for their loyalty and wish them continued success.

Below is a list of former "Easyriders Stores" and some "new" dealers that carry Easyriders Roadware—tell them you saw their name here.

Former Easyriders Stores

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Columbus, GA
(706) 321-1755

Hot Bike of Quincy
Quincy, IL
(217) 228-7433

KC Creations
Overland Park, KS
(913) 642-3279

The Bike Joint
Springfield, MO
(417) 891-9998

Rio Grande
Albuquerque, NM
(505) 830-3279

Big Dog of Greensboro
Greensboro, NC
(336) 292-4262

Easy Eddie's
Huntersville, NC
(704) 875-2501

Americycle
Columbus, OH
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Strokers Dallas
Dallas, TX
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Big Dog of Houston
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2 Wheel Apparel
Dover, DE
(302) 698-3500

Dream Machines, USA
Lantana, FL
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Outlaw Leather & Chrome
Ocala, FL
(352) 620-8044

American V-Twins
Orlando, FL
(407) 903-0058

Mid-Florida Cycle
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Classy Cycles
Panama City, FL
(850) 233-1391

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(727) 522-3588

Murph's Biker Leather
Glendale Heights, IL
(630) 752-1122

Mike's Motorcycle Clothing Co.
Rockford, IL
(815) 227-0900

Freedom Cycles
Brownstown, MI
(734) 479-0522

Bear Nasty
Becker, MN
(763) 261-5275

Hawg Wyld
Lee's Summit, MO
(816) 524-6107

Indian of Ocean Springs
Ocean Springs, MS
(228) 818-1997

Yellowstone Motorhed
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(406) 646-7666

Northeast Cycles
Conneaut, OH
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Durant, OK
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B.S. Unlimited
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To link to these shops go to www.easyriders.com

—DEALERS CALL NOW—

Easyriders Roadware New Accounts Department at 800-552-2846

CHARLIE STILES SAYS, "LOOK MA, NO DOWNTUBE!"

LOOSE CANNON

FEATURING BAKER DRIVETRAIN'S POSI-SHIFT, 6-SPEED, RIGHT-SIDE DRIVE

Charlie Stiles has a sure bet with this radical departure from conventional design. Grand Ledge, Michigan, is home to this very special bike and to Charlie's company, Loose Cannon Choppers. This is only Charlie's second attempt at building a custom chopper; the first was a Daytec frame bike. He lives the life of a rock star, and was inspired by *Motorcycle Mania* on the Discovery Channel.

To put out a project with this much game, you have to have all of the right players at the table. Charlie, "poker master extraordinaire," set up a meeting between Gary and Julie Maurer of Kustoms Fabrication, and Bert and Lisa Baker of Baker Drivetrain.

When they all sat down at the table, the radical ideas were fired out like a game of 52 pickup. Bert and Lisa would deal first, after Bert informed the group that at least one of them graduated with honors…and it wasn't him! The Bakers suggested a prototype right-side drive, 6-speed, polished transmission, with the addition of an all-new posi-shift. Notice the absence of a shift lever on the left side mid-controls. This puts an end to coordinating foot and hand motions to operate the transmission of a traditional American motorcycle. Some Italian and European racers have had this sort of setup for years, and odds are that we'll be seeing a lot more of these on bikes in the years to come.

Baker Drivetrains designed a shift mechanism that makes riding even easier and better than if you had an automatic. Simply touch a button on the Climax handlebar controls, and your bike will go to the next gear. Touch a different button to down shift. It's virtually effortless! This is accomplished through the use of electric solenoids that perform shift lever and clutch engagement duties, leaving you free to think less about how you're going to get there and more about the ride.

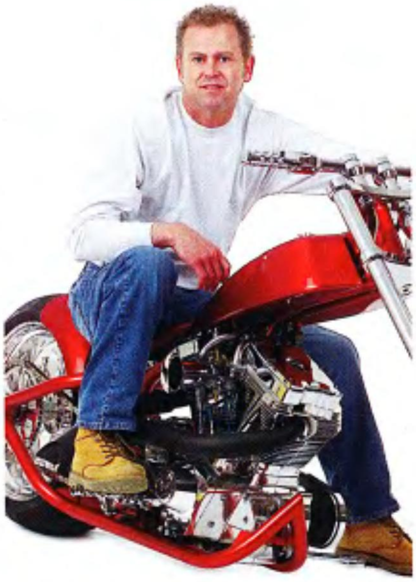
Charlie's key to building the ultimate custom bike is to find elements that seem unbalanced, and put them together so that the ride is more balanced than most factory scooters. Not only did Charlie pull off a one-off deal from the bottom of the deck by getting the awesome Posi-Shift Baker tranny, but he talked Kustoms into building their very first frame with no downtube.

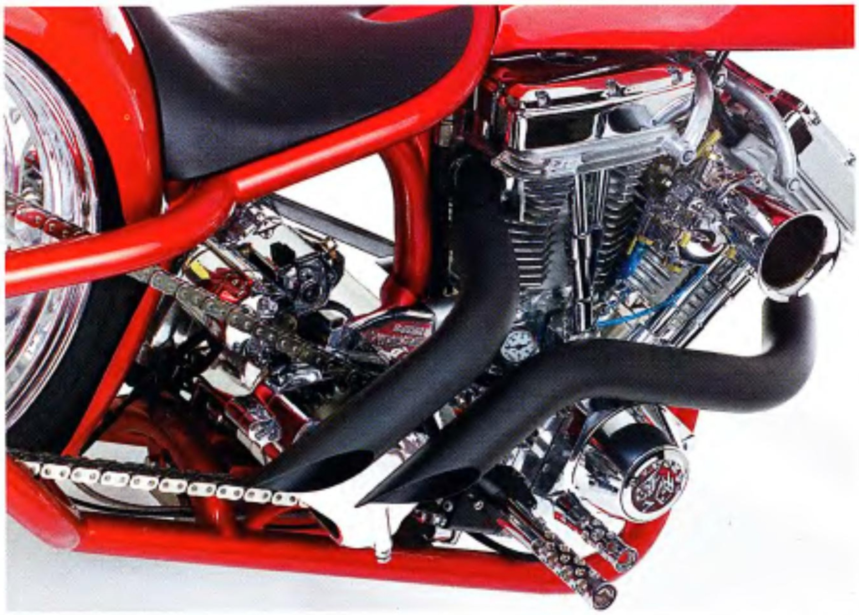
Kustoms Fabrication normally builds chrome-moly frames for NHRA cars that hold together at nearly 400 mph.

Gary put the frame together and his wife Julie shaped the bodywork. The folks at Killer Klown Performance were brought in showing a very nice hand with a Kendall Johnson modified 124-cubic-inch S&S motor good for at least 130 horses out of the box. The entire project came together in only one month, which is a monumental task, since every part was built from scratch.

In Dallas there were few other bikes at our Easyriders Bike Show that got as much attention as Charlie's wild root beer-colored ride. The no downtube wonder took first place Best of Show. Mr. Stiles pulled off a Royal Flush right out of the box. It doesn't get any better than that, or does it?

We are all waiting to see if Charlie has any better cards up his sleeve. He says, "Just wait 'til you see what I'm bringing to Sturgis!" *—Jeff Moore*





Owner: ....Charlie Stiles
City: ..Grand Ledge, Michigan

General

Fabrication:.................Kustoms
Year/make: 2003/Kustoms
Model:................No Downtube
Assembly: ....Loose Cannon Choppers/Kustoms
Time: ....one month
Chroming: ....Paw Paw

Engine

Year: ....2003 S&S Super Sidewinder
Rebuilder:.......Kendall Johnson
Displacement:..........124 cubic inches
Cam: ....Killer Klown Performance
Carb: ....S&S Super G
Pipes:..........L.A.Choppers 187

Transmission

Year/make: ..2003 Baker right-side drive/posi-shift

Painting

Molding: ....Loose Cannon Choppers
Painter: ....Loose Cannon Choppers
Color:...........................Bronze
Type: ....PPG
Special paint: ..Loose Cannon Choppers

Frame

Year/make: 2003/Kustoms
Type:..........rigid, no downtube
Rake:......................49 degrees
Stretch: ....6 inches up, 2 inches out
Shocks: ....Progressive

Accessories

Handlebars: ....Climax
Risers: ....Climax
Handlebar controls: ......Climax
Fenders: ....Kustoms
Headlight: ....Headwinds
Taillight: ....Loose Cannon Choppers
Speedo: ....none
Pegs: ....Loose Cannon Choppers/Kustoms
Foot controls: ..Loose Cannon Choppers/Kustoms mid-controls
Gas tank: ....Kustoms
Oil tank: ....Kustoms
Seat: Loose Cannon Choppers
Mirrors: ....none
Grips:......................Arlen Ness

Front end

Type: ......wide, 12 inches over extension
Builder: ....Perse

Wheels

Make: ....Xtreme Machine
Size: ....21 x 2.75 front/ 18 x 8.5 rear
Tires: ....Avon
Brakes: Performance Machine
Photos:........Shannon Poynter

Unless otherwise noted, pricing for short sleeve shirts are as follows: MD, LG, XL T-shirts are $18.95 ea. XX are $21.95 ea XXX (when available) are $24.95 ea.

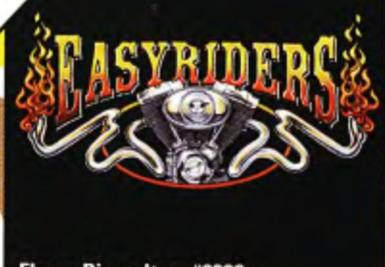
Summer Teesers

Short Sleeve T's

A

GI Lady-Item #8224

B

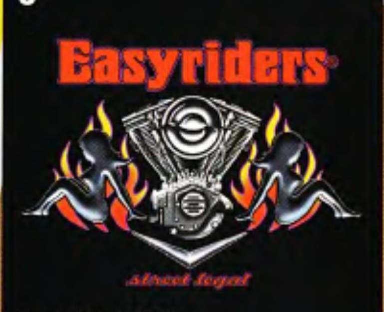


Flame Pipes-Item #8329

Winged Cross Tank - 8729 Red • 8730 Black
SM, MD, LG, XL...$17.95* XX...$19.95*

Winged Cross Short Sleeve T - 8946
(not shown) See pricing above

C

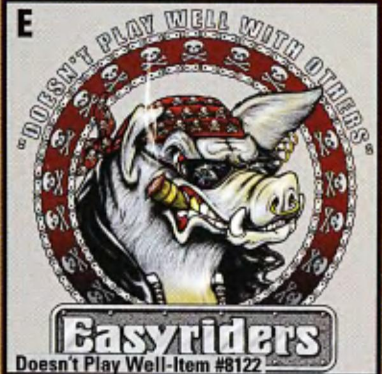


Retro-Item #8154

D

Gothic Bike-Item #8919

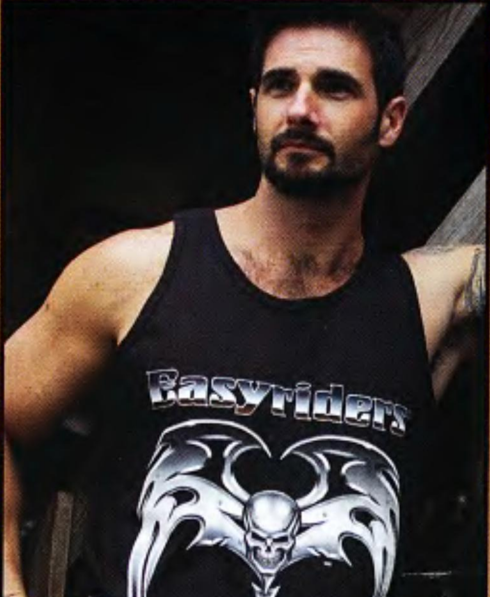
E



Doesn't Play Well-Item #8122

F

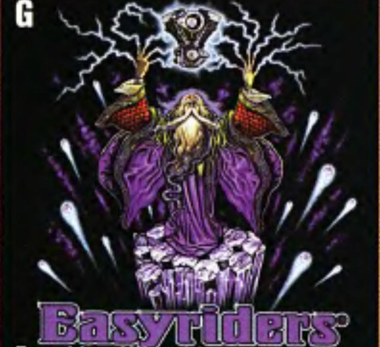
Skull Dragon-Item #8281



Chrome Skull Tank - 8731
SM, MD, LG, XL...$17.95* XX...$19.95*

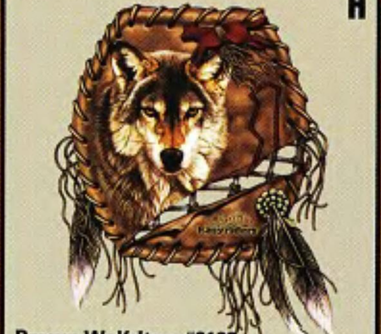
Chrome Skull Short Sleeve T - 8925
(not shown) See pricing above

G



Easyriders Wizard-Item #8149

H



Brown Wolf-Item #8182

AMP364

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Lingerie Strap Top - 4032
SM, MD, LG, XL...$25.95*

Knotty Tank - 2044 Black • 2084 White • 2085 Buff not shown
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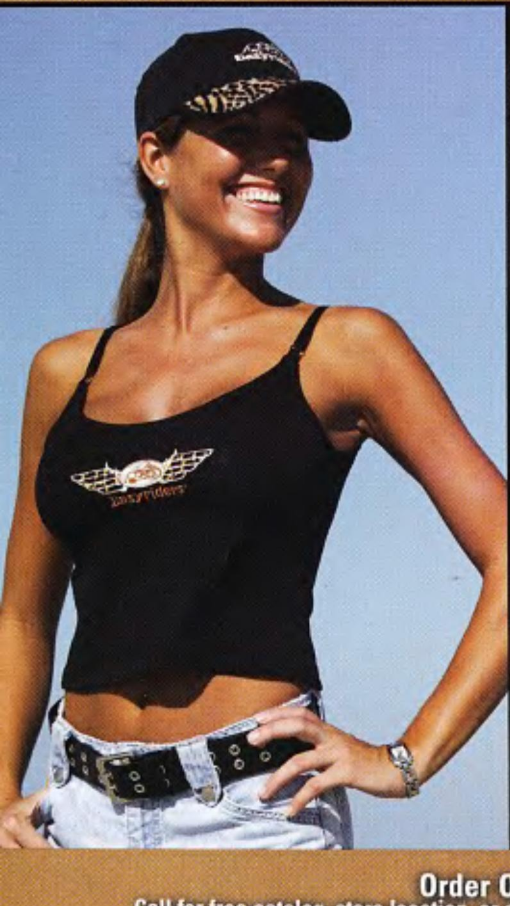

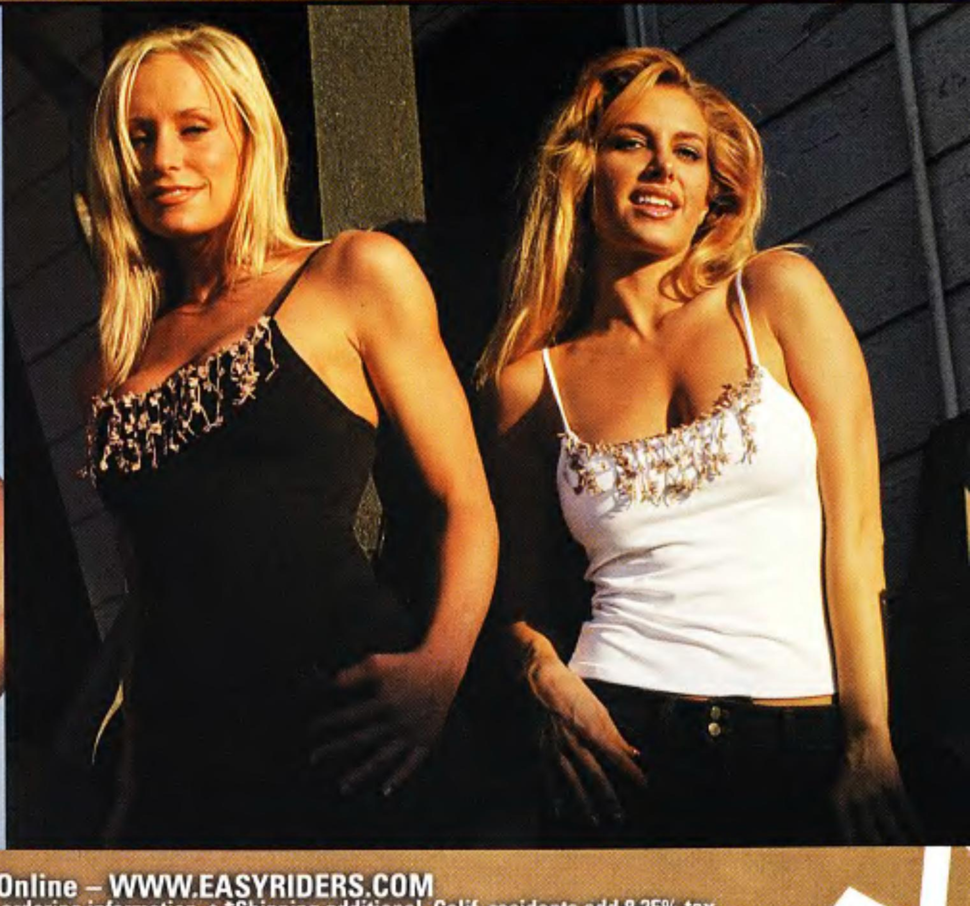

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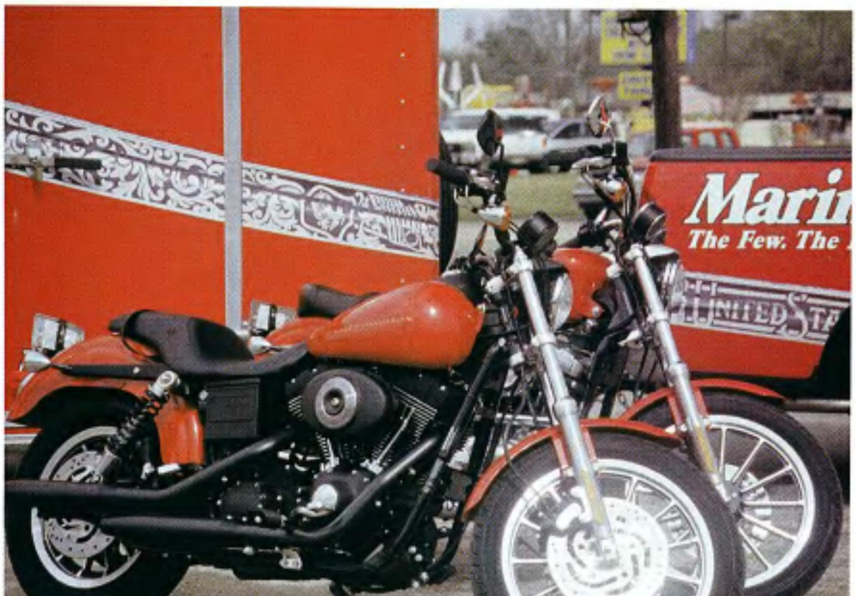
TOUGH IS AS TOUGH DOES

MOTO-MARINES



Photos: Courtland French

Recently, I overheard some older military veterans and diehard bikers discussing our modern armed forces. They were of the opinion that the new military doesn't measure up to the toughness of our GIs of the past. Deciding to find out for myself, I attended a weeklong workshop hosted by the United States Marine Corps on Parris Island, South Carolina, where I witnessed all facets of the 12-week basic training regimen that marines must endure. Let me tell you, the bottom line is that I saw some pretty outstanding things there. Without a doubt, today's Marine Corp is turning out the best-trained and toughest warriors in the world. These young men and women are some badassed individuals who bring a whole new definition to the word tough. It suffices to say, I was impressed. Those older vets were dead wrong. The defense of America is in very competent hands.

We're all aware of the distinguished role that our Marines have played in past conflicts and wars. Their motto is, "First in – Last out." Many have died defending our freedoms and every American owes them a debt of gratitude. We too often take our way of life for granted.

Past personal experience has caused me to appreciate the sacrifices made by our men and women of the armed forces and to think of them whenever I see the flag. It often brings a tear to my eye.

The Marine Corps, "The Few, The Proud," freedom fighters, toughest of the tough, who say pain is weakness leaving the body, who fight our country's battles in the air, on land, and sea, have chosen another tough American icon to help generate interest among young people. In order to gain exposure, awareness, and enthusiasm for the Corps, the Marines have made available to their recruiters a couple of specially painted trucks, trailers, and something as American as apple pie—Harley-Davidson motorcycles.

Gunnery Sergeant "Gunny" Henderson, our local recruiter who I know as an active biker, called and said that he and GySgt. Brian Stone had just returned from South Carolina with a pair of the Marine Harleys to ride in the Lake Charles Mardi Gras Parade. He invited me down to check them out on Saturday. How could I refuse?

When I arrived, the guys put on their dress uniforms for a picture and then we talked about the function of the bikes. Gunny Henderson said that the Corps has another similar setup but it comes with a couple of Fat Boys. "That's the ones we were hoping for," he said with a gleam in his eye. The bikes that they received were a 1200 Sportster and a Dyna Glide Custom—not bad bike by any means. They ride them in parades, to schools, and anywhere they can promote and publicize the Corps. The Marines also sponsor a NASCAR team, Team Rensi Motor Sports, for the same mission.

After the picture was taken, the guys changed back into their informal street dress and we sat around talking bikes. GySgt. Stone had his personal Road King parked outside and with obvious pride showed me his many custom changes. Gunny Henderson owns a Hog as well, but since he drove the truck-trailer rig, he left his scoot at home. As I loaded up my photographic equipment and said good-bye, several bikers arrived on their cycles and my Marine buddies stepped out to visit with them. It seems that the parking lot in front of the recruiting office is a common meeting place for V-twin pilots on a Saturday afternoon and many weekend rides originate here.

As I rode away, I thought, "No combo could be more American than the Marine Corps and Harley-Davidson."

—Courtland French

A CHOPPER'S INC. TRIBUTE TO GEORGIE

Da Booster

His size-15 mud-stompers will wear out a 2-foot-thick concrete slab while he's waiting for his project to be done. Da Booster is a 6-and-1/2-foot-tall, 385-pound badass boy from da Bronx who is large and in charge at all times. A man of his stature isn't accustomed to waiting very long for anything he wants, so Billy Lane, Nick Fredella, and the rest of the crew at Choppers Inc. stepped up to the giant task of fulfilling Booster's desire to build the biggest, baddest, nastiest chopper they've ever rolled out—in record time.

Hangin' out with the guys, Booster partied and rode until one of their main men, "Russkin," fully introduced him to the Choppers Inc. lifestyle. And they drank a lot!

At Choppers Inc. good times and good friends are celebrated by a turn of the throttle, a pull at the bottle, and a freshly charred piece of asphalt is the only mark they leave behind them.

For Booster's bike, a rigid Diamond frame was ordered and the chopping began, ending up with 10 inches of stretch. A 121-cubic-inch TP Engineering motor was

slapped in, along with a Baker 6-speed tranny, and after Frank (from Forking by Frank) finished forking around with it, Booster put the Choppers Inc. team to work in his own, patient way.

More than once, Booster remembers hearing, "If you ain't kickin', you're chicken!" He would settle for nothing less than an old-school, kickstart setup complete with the infamous mighty Morris magneto ignition.

Fenders, tanks and taillights were only the beginning, because Booster had fallen deeply in lust with Billy's perimeter brake setup. Grips, pegs, wheels, and those infamous titty bars had to be made, because Booster just had to have something on his bike that was named after his favorite hangout.

As if that wasn't enough to make it wild and friggin' freaky, Booster went with the "attempted suicide" controls. A Choppers Inc. house specialty, their hand/foot clutch rig adds a tricky touch to the thrill of the ride.

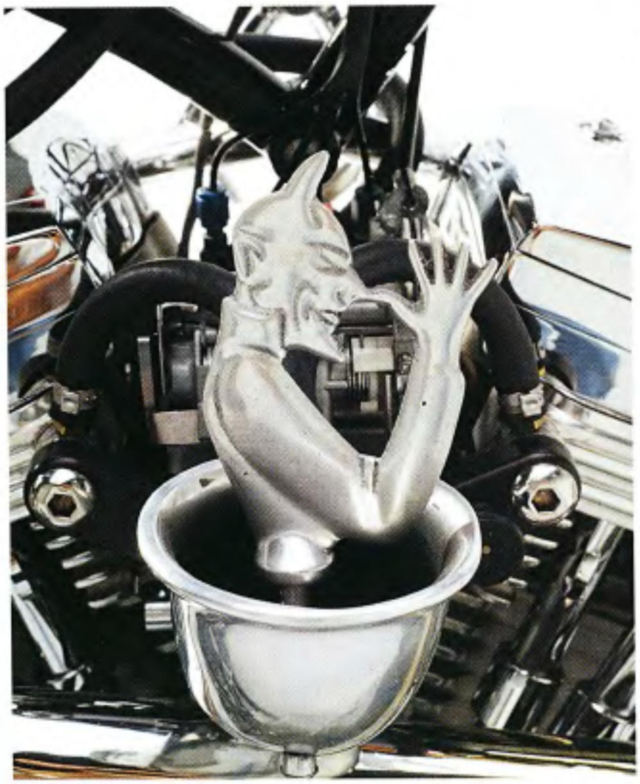
Among the many reasons that Choppers Inc. was able to make the impossible possible is one of their time-proven productivity tests, "If at first you can't succeed, fuck it! Get a beer and let someone else do it!" Of course, they also drink a lot!

As for the build schedule, Booster kindly suggested, "If yesterday isn't fast enough, the day before will do just fine." You'll see lot's of surprise goodies all over Booster's bike wherever you look, not to forget the 6-inch stretched forward controls that were made in-house at Choppers Inc. to accommodate Booster's long-ass legs. Billy Lane finally has a project bike that is just too damn big for him to ride, and it is, in a word, rumbustious: full of noisy and uncontrollable exuberance.

All of the special features like those devil horns hand-wrought in hell (on the gas tank, foot controls, and jockey shift) are conceived during confidential, top secret conferences where brainstorming leads to great new, old-school designs. Did we happen to mention they drink a lot?

If there were a commemorative T-shirt to celebrate the completion of Da Boosters bike it would read, "Time is money. Can you afford the time my money can buy?" And speakin' of time and money, spend a little time gazing at our Fox Hunt winner, Julie here. Seein' how we spent some time and money getting her out to pose on Booster's bike, we thought she deserved a little more of your gazing time on these pages.

Choppers Inc. and Booster dedicate this bike to our good friend, George "Nine Knuckles" Jupin, Da Oh-riginal Pimp. Ride in peace, brother. —*Cheesers*



Owner: .... Booster
City: .... da Bronx, New York

General
Fabrication: .... Billy Lane/ Nick Fredella
Year/make: .... 2002 Choppers Inc.
Model: .... Big Bad Fast
Assembly: Billy Lane/Nick Fredella
Time: .... a while
Chroming: .... Space Coast Plating

Engine
Year: .... 2002 TP Engineering
Rebuilder: .... none
Displacement: .... 121 cubic inches
Cam: .... with lobes
Carb: .... Mikuni 48
Pipes: .... Choppers Inc.

Transmission
Year/make: .... 2003 Baker 6-speed

Painting
Molding: .... Joe Richardson
Painter: .... Joe Richardson
Color: .... black
Type: .... House of Kolor
Special paint: .... Picasso-esque flames and pins by Joe Richardson

Frame
Year/make: ...... 2002 Diamond and Choppers Inc.
Type: .... rigid
Rake: .... 39 degrees
Stretch: .... 10 inches
Shocks: ...... we told you it's a rigid

Accessories
Handlebars: .... Titty Bars by Choppers Inc.
Risers: .... Choppers Inc.
Handlebar controls: Choppers Inc.
Fenders: .... WCC/Choppers Inc.
Headlight: .... Arlen Ness
Taillight: .... Choppers Inc.
Speedo: .... only when parked
Pegs: .... Choppers Inc.
Foot controls: .... Choppers Inc.
Gas tank: Diamond/Choppers Inc.
Oil tank: .... Santee
Seat: .... PDQ
Mirrors: .... Hotrod
Grips: .... Choppers Inc.

Front end
Type: .... wide, 18 inches over extension
Builder: .... Forking by Frank

Wheels
Make: .... Choppers Inc.
Size: .... 21 x 2.25 front/18 x 9 rear
Tires: .... Avon
Brakes: ...... Performance Machine, front/Choppers Inc., rear

Photos: .... Don Rogers

How It Makes Me Shiver

I'm standing at the window, looking out on a fresh new day and dreading the ride to work. So far the day hasn't gone to hell, although I'm expecting it to at any moment. Without warning, I feel a little something on the back of my head. At first I think my better half is trying to blow in my ear to see if I'm interested in a little pre-breakfast romp, but when I glance around she's nowhere to be seen. The sensation on the back of my head continues and I get a little nervous.

Something is crawling on me. Something light and creepy, yet sizable. A shiver runs up my spine, I reach back and grab it.

The thing is alive in my hand. I toss it to the ground trying to kill the beast, although I've only stunned it. Apparently, you can't kill a moth by throwing it. I dunno.

Yeah, it was only a moth, yet I responded like a schoolgirl who discovers that a snake has wrapped itself around her ankle. Moths are creepy. I know, they're not dangerous unless you happen to stay very still as it feeds on your garments, but they still creep me out. They're so fluttery and insane. I also don't like the way they go to dust when you whack them with the newspaper. And I hate the way they'll fly right up your nose or under your glasses as if on some twisted suicide mission. Any critter like this is not to be trusted.

But it's not just moths. There are a few things, not many, that completely creep me out. Everybody has something: nails on the chalkboard, the sound of a breaking chicken bone, the cracking of knuckles, that creeps them out. None of these things bother me. You can scratch a chalkboard with a chicken bone if you want. No problem. What freaks me out is stuff like this...

Paper Cuts

I once watched my buddy, Dooley, give himself not one, but *two* paper cuts in the space of five minutes. He did this on a paper place mat in a restaurant while attempting to wipe away toast crumbs. I know what you're thinking: "Exactly how stupid is this Dooley person?" That's a fair question but a little off topic. All I know is that watching Dooley cut himself on the normally harmless piece of paper freaked me right out. I don't really know why. It's just one of those strange reactions that makes you feel tingles in places I don't want to discuss. I'd rather nick myself with a chain saw than get a paper cut.

Mole Hair

I saw this woman in the grocery store one day who, on first look, seemed to be your average, somewhat elderly lady out for a day of food purchasing. She was dressed nicely and wasn't emitting any old people smells, so she seemed all right to me. I ended up beside her at the cigarette counter where I was able to get a closer look, even though that wasn't what I was after. If I want to look closely at a woman, I'll do what every guy does. Buy a porn mag or sneak up on the wife with a flashlight while she's sleeping.

Anyway, what really stood out about this woman, what really caught my eye, was the mole on her chin. Well, not the mole so much as the massive growth of hair protruding out of it. Maybe it's just me, ladies, but if you can manage to do all the other personal maintenance stuff when you drag yourself out of bed every day, what stops you from grabbing the scissors and chopping off the giant hair oasis in the middle of your otherwise hairless face. I mean, she had to notice it.

Hell, it was so long she was probably able to feel it blowing in the breeze.

Men With Painted Toe Nails

No, I'm not making this up just to hear myself say something stupid. Some men actually paint their nails. I've seen it with my own slightly disgusted eyes. I know what you're thinking. "Why?" Why would a male of any sexual persuasion take the time to paint their freakin' toenails? Is it because they secretly long to be girls? Personally, I don't think so. I think men who paint their toenails, or fingernails for that matter, are secretly women. Women so ugly we don't recognize them as being women. Seriously, they have to be women. Wouldn't a man get tired of the constant beatings?

Male Joggers Wearing Shorty-Shorts

You know the shorts I mean. Those nylon, often neon garments that look more like boxer panties than anything a man would be caught dead in. Just because you enjoy a cool breeze on your boys is no reason to be seen in public wearing skimpy jogging shorts. Just so you know, everyone who sees you is laughing at you. Sometimes we point and call you names like girlie-man. Those shorts are also the reason women never hit on you while you're jogging. Women hate going out with men who they fear might steal their under garments.

Pointy Stuff Near My Eyes

I've always been freaky about anything sharper than a throw cushion coming close to my eyes. I think it's because as a kid I saw this crappy kung fu movie where this dude got his eyes poked out in a fight. They just popped right out of the socket and onto the floor. This is before I fully understood the concept of special effects so I responded by (a) nearly puking right there in the theater and (b) developing a phobia. I'm just glad the guy didn't get his eye poked out with a giant nipple or a beer bottle. You don't want a phobia to ruin your whole life.

—Greg White

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MASTER PAINTER JESSE WELCH'S PERSONAL CHOP

Class Project

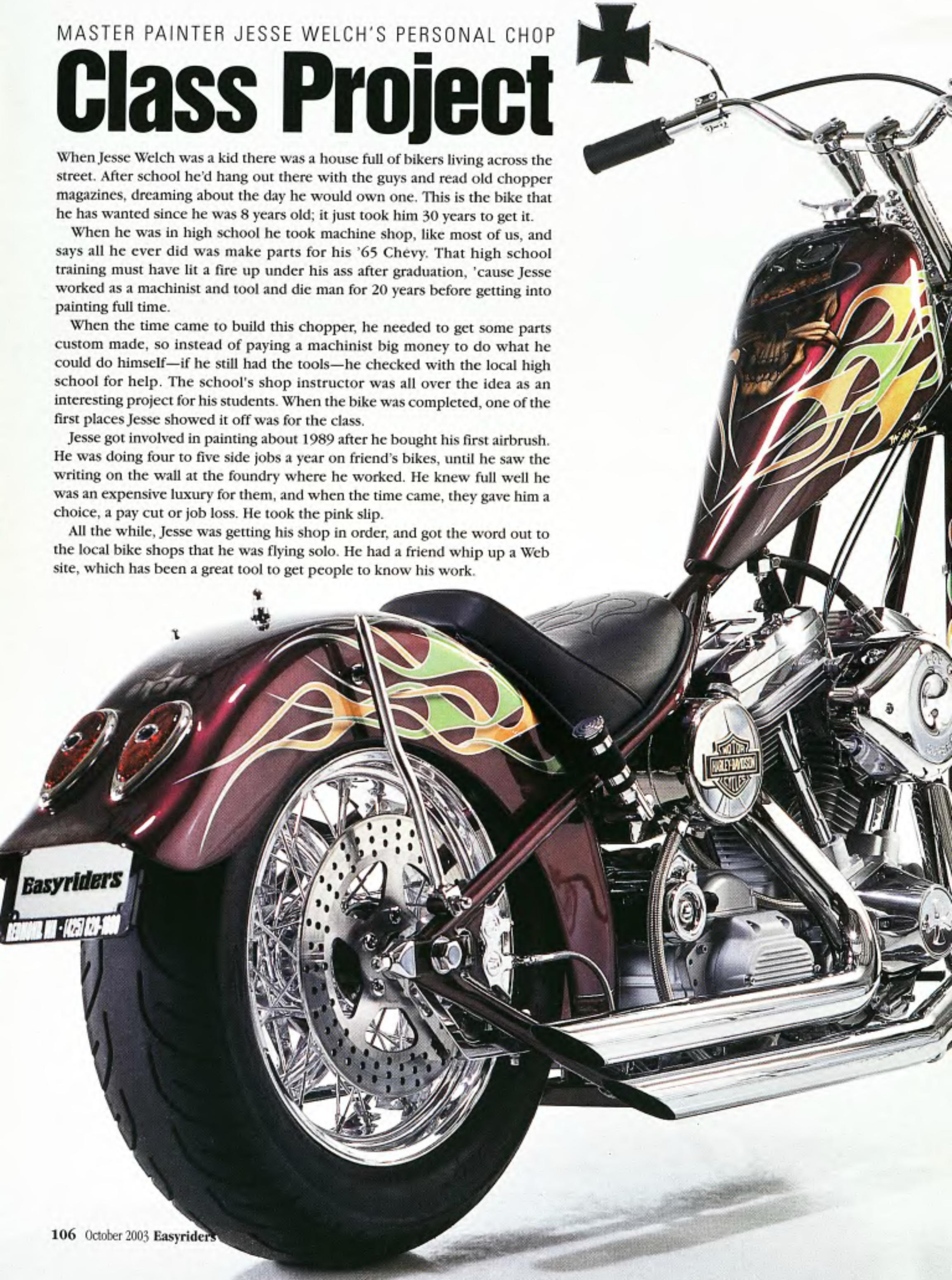
When Jesse Welch was a kid there was a house full of bikers living across the street. After school he'd hang out there with the guys and read old chopper magazines, dreaming about the day he would own one. This is the bike that he has wanted since he was 8 years old; it just took him 30 years to get it.

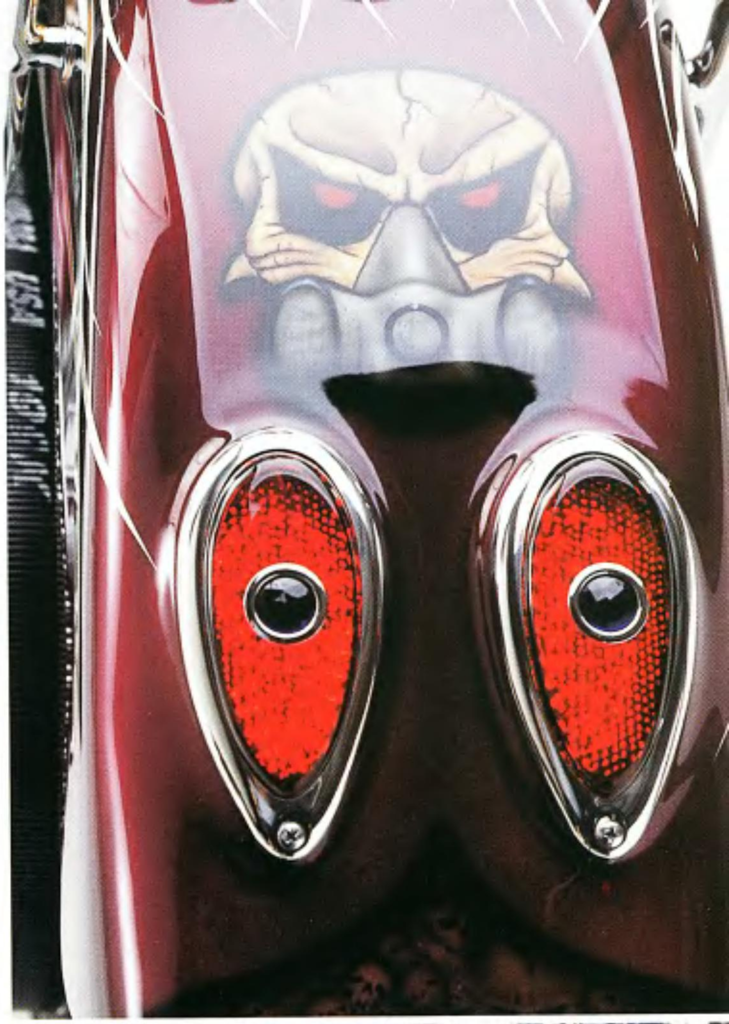
When he was in high school he took machine shop, like most of us, and says all he ever did was make parts for his '65 Chevy. That high school training must have lit a fire up under his ass after graduation, 'cause Jesse worked as a machinist and tool and die man for 20 years before getting into painting full time.

When the time came to build this chopper, he needed to get some parts custom made, so instead of paying a machinist big money to do what he could do himself—if he still had the tools—he checked with the local high school for help. The school's shop instructor was all over the idea as an interesting project for his students. When the bike was completed, one of the first places Jesse showed it off was for the class.

Jesse got involved in painting about 1989 after he bought his first airbrush. He was doing four to five side jobs a year on friend's bikes, until he saw the writing on the wall at the foundry where he worked. He knew full well he was an expensive luxury for them, and when the time came, they gave him a choice, a pay cut or job loss. He took the pink slip.

All the while, Jesse was getting his shop in order, and got the word out to the local bike shops that he was flying solo. He had a friend whip up a Web site, which has been a great tool to get people to know his work.





The combination of self-promotion and word of mouth had his business growing exponentially from there. He is working hard to bury the flaky painter stereotype, bringing professionalism and integrity to a vocation he runs like a business. Or, as he puts it, "People are comfortable handing me their sheet metal and a sizable down payment knowing that in three to four weeks they are going to get it back."

On the other hand, he gushes fervently on his love for the business he has built, and can't get over the fact that he gets to go into his shop and get paid for "screwing around," doing what he loves all day. That's what it's all about. Although he lives "in the middle of nowhere," he works closely with quite a few shops in the Seattle area, and drives into the big city three times a month setting up appointments, and meeting with dealers and customers. The sampling of his work that has been shown in our magazines hasn't hurt either. Jesse's company, JW Designs, is now servicing accounts internationally.

This bike was built as a showcase for Jesse's paint business. He decided to paint it like the choppers he remembered as a kid. In the '60s choppers were always metal flake and candy and purple and orange…that's what he wanted, a throwback to those wilder days. (You remember the '60s don't you? That was a trick question, if you say you remember, you weren't there!)

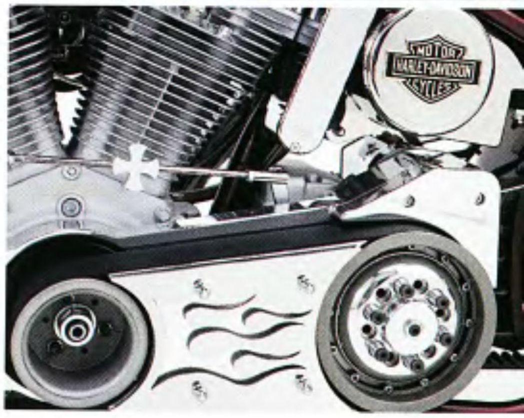
Jesse told us he couldn't have built the bike if it wasn't for the massive aid rendered by his friends at Classic Ironworks, in nearby Redmond, Washington. He's known the owner, Brock Radloff, since high school days, saying they used to run from the cops together. While Classic Ironworks is a low-key shop, at the last Seattle Roadster show they managed to come home with nine trophies for eight bikes. The word of mouth seems to sustain them as they succeed in building about 30 bikes a year. Brock and his wife run the business, and they have two sharp guys working for them. He gives all credit to them for keeping him from making a pile of wrong decisions.

There are a lot of first class components that went into Jesse's chopper. From the Atlas frame, to the Denver's Choppers front end, to the sheet metal that Jesse formed and shaped himself. Some of the parts were swapped and bartered, and the rest came from Classic Ironworks parts catalogs. But the whole came in the form of a vision, and a link to the past. And an 8-year-old boy sneaking a peak at the genesis of a lifestyle.

—Kit Maira

JW Design of Wenatchee, Washington
www.Trickpaint.com
509-664-1051

Classic Ironworks
of Redmond, Washington
425-820-1080



Owner: .... Jesse Welch
City: .... Wenatchee, Washington

General

Fabrication: .... JW Design
Year/make: .... 2001 Custom
Assembly: .... Jesse Welch, Classic Ironworks
Time: .... 7 months
Chroming: .... Queen City
Polishing: .... Jason Hosking

Engine

Year: 1999
Builder: .... Harley-Davidson
Displacement: ...... 80 cubic inches
Cam: .... S&S 561
Carb: .... S&S/Davinci
Ignition: .... Shocking
Pipes: .... Samson

Transmission

Make: .... Harley-Davidson
Year: 2001
Shifting: .... Beckman Machine
Special Features: .. Belt Drives Ltd.

Painting

Molding: .... TrickPaint.com
Painter: .... Jesse at TrickPaint.com
Color: .... Trick Purple
Type: .... PPG urethane

Frame

Maker: .... Atlas
Type: .... Road Runner Rigid
Rake: .... 40 degrees
Stretch:.. 8 inches up, 2 inches out
Other alterations: .... redesigned oil tank mount and rear fender mount.

Accessories

Handlebars: .... Flanders
Risers: .... generic 8-inch
Handlebar controls: .... JayBrake
Fender: .... TrickPaint.com
Headlight: .... V-Twin
Taillight: .... '39 Ford found on eBay
Speedo: .... mounted in gas tank
Pegs: .... Performance Machine
Electrics: .... Classic Ironworks, Pro-One, Jeff
Foot controls: .... Performance Machine
Gas tank: .... TrickPaint.com
Oil tank: .... Pat Kennedy
Oil system: .... Harley-Davidson
Seat: .... Ron Lytel
Mirrors: .... Mooneyes Maltese Cross
Grips: .... S&S

Front end

Type: .... springer
Extension: .... 14 over
Builder: .... Denver's Choppers

Wheels

Front

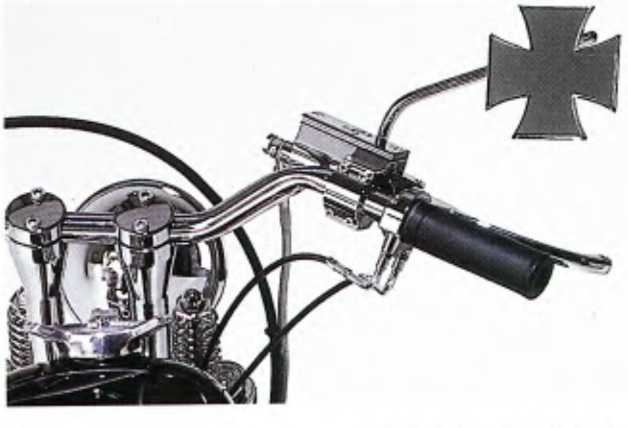
Size: 21-inch
Hub: .... stock H-D
Tires: .... Avon
Brakes: ...... Performance Machine

Rear

Size: 16-inch
Hub: .... Akront
Rim Width: 5.5-inch
Tires: .... Avon
Brakes: ...... Performance Machine

Special Thanks: Kathie and the kids for putting up with all the late nights. Brock at Classic Ironworks without whom this bike would still be a dream. Gary, Michael, Jeff and Wade, and thanks to the crew at the Eastmont High School machine shop class.

Photos: .... Jim Warren

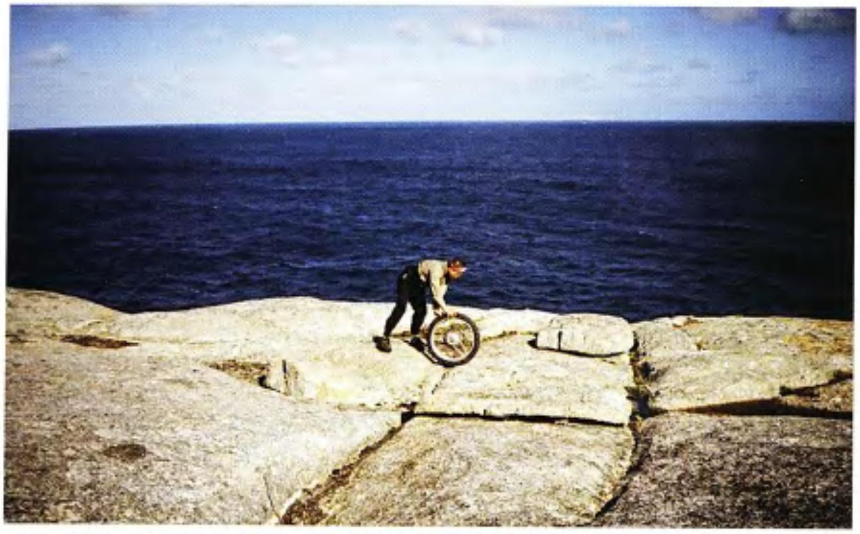


RIDING THE SOUTHERN CROSS WITH DAVE BARR

AROUND THE WORLD ON TWO WHEELS

It's not much to look at, but the beat-up 883 Sportster that was enshrined in the Museum of The American Road earlier this year may be the boldest beacon of freedom, self-determination, and can-do attitude that ever rolled off a Harley-Davidson assembly line.

The bike carried Dave Barr, the double-amputee war veteran and motorcycling legend, to his second Guinness World Record, a 45-day, 10,000-mile journey through some of the most remote and dangerous parts of Australia last year. Along the way to completing the "Southern Cross" expedition to Oz's four farthest compass points, Barr had to take the bike apart to get part of it to the southernmost tip, and he had to put it back together a couple of other times to repair damage inflicted by the brutal riding conditions.



"That Sportster is the most rugged, dependable machine they will ever, ever create," Dave Barr said of the bike, which was supplied and prepped by Mike's Famous Harley-Davidson, the New Castle, Delaware, dealership that was a primary sponsor of Barr's Southern Cross expedition.

The Australian journey was Barr's third epic ride. He took a '72 shovelhead, which he purchased new after he returned from Vietnam, 83,000 miles around the world between 1990 and 1994.

Three years later he rode a 1996 Sporty along the Arctic Circle from the Atlantic to the Pacific in the dead of a Siberian winter, a 9,800-mile, three-month feat that was recognized by the *Guinness Book of World Records* as the first trans-Eurasian motorcycle trip .

Barr was inducted into the American Motorcyclist Association Motorcycle Hall of Fame in 2000 to recognize his around-the-world and the Russian winter rides, and all three of his bikes are on display at the Museum of The American Road, which is operated by Mike's Famous H-D and features Dave Barr: An American Hero, a permanent tribute to Barr's accomplishments and his message: The human spirit can overcome anything.

"If you don't struggle, you don't achieve. If you are not willing to take risks, you're going nowhere," says Barr, whose challenge to everyone he meets, able-bodied or otherwise is, simply: "People go through life day after day, and one day they're old and then they're dying and they're asking, 'Why was I here?' That's one thing I won't have to ask. I'll be able to say, for better or for worse, 'I was here!'"

Barr's drive to find his life's purpose took him to war under the flags of four

nations, first as an 18-year-old door gunner in U.S. Marine helicopters in Vietnam, then in the Middle East as an Israeli paratrooper, and finally in Africa, where he served in the Rhodesian Light Infantry and later as a Pathfinder for a South African parachute brigade fighting in Angola.

In September of 1981, a landmine detonated beneath the light weapons vehicle he was riding in and nine months later he emerged from 1-Military Hospital Pretoria on prosthetic legs and deaf in one ear. "I'm also colorblind," says Barr.

He returned to California, added an electric starter to the shovelhead, modified the foot controls to accommodate his artificial legs, and did a lot of drinking before he put the plug in the jug and got serious about living his life again.

Barr has published accounts of the around-the-world and Eurasian journeys (*Riding the Edge* and *Riding the Ice*, both available at www.DaveBarr.com); created the Dave Barr Foundation, a not-for-profit organization that provides financial support to Leonard Cheshire Homes, an international charity that assists disabled people; launched a career as an inspirational speaker; and is producing a documentary of the Southern Cross expedition.

The Southern Cross, like his other journeys, was no Sunday ride in the country. Barr recalls that during the months prior to his departure in October 2002, people would ask him about his

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upcoming "vacation." "Believe me, they don't want to come with me. It's a struggle, and it's dangerous at times, and the outcome was anybody's guess," he says.

Three-thousand miles of the ride was run on teeth-rattling dirt track. Because of his prosthetic legs, Barr can't shift his weight off the saddle when the bike gets bouncy and as a result he was bucked repeatedly and "beat silly" virtually every day.

"The start of his trip is a lot of sand and no one has taken a Harley over that ground before. I don't think anyone who knew the area would contemplate it," says Ken Taylor, an Aussie Barr met on his around-the-world trip and who rode with Barr on the western part of the Southern Cross.

On the second day of the ride's first leg, a 4,300-mile run to Steep Point, the westernmost point of Australia, Barr tried to power the bike over a sand dune and went down hard. He landed on his head so hard he thought he'd broken his neck. Heading back east, Barr rode across Australia's vast interior deserts—the Gibson, the Great Victoria, and out on the edge of the Sandy Desert—to Byron Bay the easternmost point, where the Vietnam Veterans Motorcycle Club came to his aid when state park rangers refused to let him ride the bike under power to the water's edge. So he rolled down 60 stairs to the South Pacific Ocean, and the vets pushed him and the bike back up.

But this was not nearly as bad as the red tape the rangers tried to wrap around the ride at Wilsons Promontory National Park in Victoria. Absolutely not, they said, when Barr asked if he could take the bike out to South Point, Australia 's southernmost point. Not to be stopped three kilometers shy of his third checkpoint, Barr unbolted the front wheel from the fork and carried the 32-pound assembly up and down a slippery, rocky mountainside and dunked it in Bass Strait.

"He suffered several major falls and emerged at the end of the walk cut, bloodied, and bruised but with a beaming grin and a hearty laugh," says Chris Beattie, a Melbourne biker who met Barr on his around-the-world trip and helped him coordinate the southern leg of the Southern Cross ride.

Says Barr: "The guys helped carry the wheel back up, but I said we'll carry it in relays. They took it and just took off. By the time I got back to the motorcycle, they had it put back on. They also told me that they didn't want to do this again."

The fourth and final leg of the Southern Cross would take Barr north over "corrugated, sandy, pot-holed, wet, cattle-, kangaroo- and croc-infested crap roads," to Pajinka, the aboriginal name of what "the white fellas" call "The Tip or The Pointy Bit," of the Cape York Peninsula, says Darryl Watterson, a member of the Geriatric Riders of Weipa Location (G.R.O.W.L.), a North Queensland dirt bike club.

The last 1,000 miles were a nightmare, says Barr, who had to lay up for a couple of days at a cattle station following a spill that broke two ribs. "He could hardly raise enough breath to talk," Beattie recalls of a phone call he got from Barr during the northbound

leg. "Many of us doubted that it was possible to get this Harley out to the tip because of the very difficult terrain," says Kim Mitton, another G.R.O.W.L. member.

Doubts set aside, the Aussies and Barr set out for the Pointy Bit, but just three hours into the three-day run, the Sporty's belt drive snapped and Barr went down hard. "The fall hurt Dave," says Mitton. "If you knew how rough the roads were, the distance still to be ridden—about 380 kilometers (236 miles)—on a bloody great Harley in 38-degree (C) temps (100 degrees F), you would have to say he was fair dinkum."

The Aussies asked Barr, who was dazed and seeing stars for an hour after the spill, Can you go on? "My sponsors didn't just sponsor a man to go out and do something that has never been done before by a normal person. They sponsored a cripple, they believed in me and my ability to get this job done," says Barr, who refused to consider the alternative. "What if I don't make it? I don't only let myself down, I don't only let my wife down, I let down all these people who believed in me, and who believed in me in the past when it was hard to get people on my side."

Two grueling days later, the expedition reached the Coral Sea at low tide, and Barr rode unassisted as far as he could to the base of a plateau that loomed between him and his goal. Using block and tackle and the winch on the bike, Barr worked the clutch and throttle while the Australians muscled and steadied the bike up and over the first outcrop, then over several others to the top of the plateau. Barr rode across the plateau, then he and the Aussies inched the bike down the ocean side until finally, "in a place that would be underwater in about 20 minutes, there was a sign," says Barr: "You are at the northernmost point of the Australian continent."

When he gets to this point in his story, Barr's voice turns thick with emotion: "The heroes are the Australians. God is the hero. He just took what I am and used it." Kim Mitton, who earlier had doubts about the outcome, became a Barr believer: "Having no legs is no handicap for this man."

Back home in Bodfish, California, Barr comes to the phone three months after reaching the Coral Sea. He's out of breath. He started working out to rehab the broken ribs and shoulder damage two weeks earlier and was still having trouble breathing. He was leaving in a couple days to present his Southern Cross documentation to the *Guinness Book of World Records* so, yes, he says, let's do the interview now.

Photos: Supplied by Dave Barr

Two hours later, the conversation winds down with a little small talk about motorcycles: In the last three years, he's put about 30,000 miles on a '96 Sporty from Mike's Famous H-D ("I could have had a bigger, fancier one, but I don't like a lot of paint and chrome); the shovelhead, he says, logged a quarter-million miles before he retired it. "I know what it's like to have a love-hate relationship with a machine," he says.

Before hanging up, though, Barr was back on message: "How many people will get to the end of the road of their life and say, 'I wish I had done this, or I wish I had done that.' In the 11th hour, if we are given that time, what are we going to have to say for ourselves? If anybody gets anything out of my story and the things I've done, I hope they will understand that what I'm trying to say is, 'To struggle is to achieve'."

—*Robert Engler III*

COME ON DOWN AND GET YER BUTT IN THE SUN!

BIKETOBERFEST GUIDE

Yes, it's Biketoberfest time again. What does this mean? Nothing really, other than lots of folks will bid *adieu* (that's "see ya later") to the summer and welcome in rebuilding time. Their doing this with America's all-time favorite rituals: drinking beer, riding motorcycles, and ogling hardbellies.

With this in mind, we hereby offer you a can of your favorite brew (to be picked up by you at your nearest liquor store and retrieved by your nominal donation), the smells and sounds of revving Harleys (just use your imagination), and lots of pictures of scantily clad females (for free). All this is woven into our annual calendar of events to prepare you for the festivities. But be forewarned: Events are subject to change without notice, and for the most current information on Biketoberfest contact the Daytona Beach Area Convention & Visitors Bureau toll free 866-296-8970 / info@daytonabeach.com.

We personally thank the Daytona Chamber of Commerce for their informative Web site (www.biketoberfest.org), without which our intrepid investigative reporters would have actually had to do some work. Officially, this year's Biketoberfest runs from October 16 through 19, but as usual, some folks will be there much earlier, stay later, and want to be entertained then, as well. So, no matter how long you stay, have a blast and y'all come back now, you hear?

—Tripper

Calendar of Events

OCTOBER 12

Eighth Annual Daytona Harley-Davidson Ride for the Boggy Creek Gang Camp, Daytona H-D. Police escorted ride to benefit Paul Newman's children's camp. For info call 386-253-2453 or www.daytonahd.com.

OCTOBER 15–19

Teresi Dyno-Drags. Test your meddle against the clock in an all-out dyno drag race. Race your friends the safe way on the Teresi Dyno-Drags truck, on Beach Street across the street from the Easyriders Pavilion.

OCTOBER 16–19

Daytona Beach Area Official Biketoberfest Welcome Center – Visitor Information Center inside DAYTONA-USA Complete listing of all events, activities and loads of information. Sign in and pick up an official event poster. 386-253-8669; www.daytonabeach.com or www.biketoberfest.org; 1801 West International Speedway Blvd., Daytona Beach.

Fall Cycle Scene Championship Cup Series (CCS) "Race of Champions" motorcycle races, Formula USA Championship final rounds – Daytona International Speedway, 8 a.m. - 5 p.m. daily. For race tickets and information call 386-253-RACE (7223) or www.daytonaintlspeedway.com; 1801 West International Speedway Blvd., Daytona Beach.

Daytona International Speedway – Manufacturers' Demo Rides. Try out the newest machines from 10 top manufacturers. Featured brands include: American IronHorse, BMW, Buell, Harley-Davidson, Honda, Indian, Kawasaki, Suzuki, Victory and Yamaha. For demo requirements and information call 386-254-2700. 1801 West International Speedway Blvd., Daytona Beach.

Daytona 200 Motorcycle Clubhouse – Camping by donation, open to motorcyclists only. Food and showers available. For information call 386-672-3927; 3602 West International Speedway Blvd., Daytona Beach.

Main Street Rally – The place to see and be seen. Festival fun, vendors, manufacturers displays. For information call – Main Street Merchants Entertainment 386-252-1922 or 386-255-9525.

City of Daytona Beach Biketoberfest Welcome Center and Main Street First Aid Station, 503 Main Street. Reception area, event information – 9 a.m. - midnight Thursday through Saturday; 9 a.m. - 6:30 p.m. Sunday.

Bank & Blues Club – Headlining the best in rockabilly. No cover charge, three bands daily. The Razorbacks performing nightly. For information call 386-257-9272; 701 Main Street, Daytona Beach.

Full Moon Saloon – Home of the 5 p.m. $2 Bloody Mary's daily. No cover charge, live rock and blues nightly, United Way Bike Raffle. For information call 386-257-8661; 700 Main Street, Daytona Beach.

Dirty Harry's – Non stop entertainment, contests and vendors. Three bands daily, Bobby Friss and Band 9:30 p.m. nightly. For more information call 386-252-9877: 705 Main Street, Daytona Beach.

316 Main Street Station Restaurant & Saloon – Daily activities, food and more. For information call 386-248-0085; 316 Main Street, Daytona Beach.

Easter Seals "Give Ability a Chance" 2004 Harley give away – drawing by donation located at Boot Hill Saloon. For information call 386-255-4568. 310 Main Street, Daytona Beach.

Zangi Grotto – Pinewood Cemetery, Main Street – Adopt a plot, walk thru, cold bottled water for donations. Solicitation of funds for free dentistry for handicapped children at 316 Main Street Station and Humphreys & Son Jewelers on Main Street 9 a.m. - 9 p.m. For information call 386-255-6171.

Boot Hill Saloon Biketoberfest Party – T-shirts, vendors, live music, contests, ice carvings. Ms. Bootoberfest Beauty Contest. For information call 386-258-9506 or www.boothillsaloon.com; 310 Main Street, Daytona Beach.

Froggy's Saloon – Souvenirs, T-shirts, contests and vendors. 7 a.m. - 3 a.m. For information call 866-376-4497 or www.froggyssaloon.com; 800 Main Street, Daytona Beach.

Pit Stop Pub – Contests, prizes, gifts and giveaways daily at 1 p.m. Live band playing classic rock, blues and jazz. For information call 386-258-8737 or www.pitstoppub.com; 1114 Main Street, Daytona Beach.

The Wreck Riverfront Bar & Grill – Custom bike display, celebrity appearances, daily entertainment, live bands & DJ's. For information call 386-226-3000; 115 Main Street, Daytona Beach.

Daytona Beach News-Journal Biketoberfest Motorcycle Expo – Beachside, Ocean Center – Free admission. Expo with motorcycle products, services, apparel, pinstriping and Motorcycle Show. 10 a.m. - 6 p.m. daily. For information call 386-677-4262 ext. 2242 or www.dbnjshows.com.

Cruisin' Cafe• – Live bands, DJ, souvenirs, t-shirts, daily entertainment and full course meals. 10 a.m. - 3 a.m. daily. For more information call 386-253-5522; 2 South Atlantic Avenue, Daytona Beach.

2003 Biketoberfest Luau Party – Island style bike party with Hula dancers, fire dancers and more. Teauila's Hawaii Showroom located in the Hawaiian Inn. 5:30 p.m. - 10 p.m. For information call 386-255-5411 ext. 186. 2301 South Atlantic Avenue, Daytona Beach Shores.

Drifters Sports Bar & Grill – Live bands daily 9 a.m. - 2 a.m. For information call 386-226-0047 or www.drifterssportsbar.com; 2400 South Atlantic Avenue, Daytona Beach Shores.

Daytona Harley-Davidson Dealership Events, Beach Street, live entertainment, expo displays, food court and more. Noon - 8 p.m. For information call 386-248-0580 or www.daytonahd.com; Riverfront Park, 290 North Beach Street, Daytona Beach.

Carl's Speed Shop Performance Center – Seminars every hour on the hour. Come visit the real performance alley 9 a.m. - 8 p.m., for information call 386-258-3777 or www.carlsspeedshop.com; 390 North Beach Street, Daytona Beach.

Second Avenue Merchants Association Street Festival, activities, food, vendors all along Mary McLeod Bethune Blvd. For information call 386-248-0466.

Biketoberfest Party at the Lyndhurst Hotel – T-shirts, venders, bike parking and more. 9 a.m. - 9 p.m. daily. For information call 386-316-2746; 132 Mary McLeod Bethune Blvd., Daytona Beach.

BMW Motorcycles of Daytona – On site promotions, 9 a.m. - 6 p.m. daily. For information call 386-257-2269; 118 East Fairview Avenue, Daytona Beach.

World Famous Iron Horse Saloon – Wall of Death, Easyriders Show Truck, leather vendors, jousting, burn out pits, free concerts with special surprise guests, 8:30 a.m. - 3a.m. daily. For information call 386-677-1550 or www.ironhorse-saloon.com; 1068 North U.S. 1, Ormond Beach.

Jackson Hole Saloon – Live music, vendors, tattoos, bonfire, costume contest, party. 10 a.m. - 2 a.m. daily. For information call 386-673-6996 or www.jacksonholesaloon.com; 1081 North U.S. 1, Ormond Beach.

Last Resort Bar – Music, vendors, food. For information call 386-761-5147; 5812 Ridgewood Avenue, Port Orange.

Will's Honky Tonk – Biketoberfest Bash. Live music on all three stages indoor and out, cold beer, hot food and vendors. 10 a.m. - 2 a.m. daily. For information call 386-760-2564. 5005 South Ridgewood Avenue, Port Orange.

Gilly's Pub 44 – Annual Biketoberfest Concert Series, Miss Biketoberfest Contest and the annual Hasta Luego Party on Sunday from Noon - 6 p.m.. For details call 386-428-6523 or www.gillyspub44.com 1889 State Road 44, New Smyrna Beach.

Biker's Paradise – Free party 1 p.m. - 11 p.m. Drag racing, bands, paradise angel search and contests. Camping available. For information call 386-763-1302 or www.bikersparadise.com; New Smyrna Speedway, West Highway 44, New Smyrna Beach.

No Name Saloon – Biketoberfest Bash – three live bands daily, vendors, funny contests. T-bone steak and breakfast specials. 9 a.m. - 3 a.m. For information call 386-428-9229; 2001 South Ridgewood Avenue, Edgewater.

Sopotnick's Cabbage Patch – Vendors food and more. 7 a.m. - 2 a.m. daily. For information call 386-427-8969; 549 Tomoka Farms Road (S.R. 415 and C.R. 4118), Samsula.

Spider's Crazyhorse Campground – Food, entertainment, 30 acres of RV and tent sites. For information call 888-438-2729; Volusia County Fairgrounds, 3150 East New York Avenue, DeLand.

Jam-On Productions Biketoberfest Motorcycle Swap meet – Custom European/antique bike shows, nitro dirt drags at the Volusia County Fairgrounds. For information call 301-336-2100; 3150 East New York Avenue, DeLand.

Conklin Center For The Blind – Raffle by donation Motorcycle. For information and raffle locations call 386-258-3441.

OCTOBER 17 – 19

Inlet Harbor Restaurant – "Rajun Cajun" Festival, New Orleans style. Including a crab and crawfish boil, souvenirs, T-shirts and live music daily. 11 a.m. - 11 p.m.. For information call 386-767-5590; 133 Inlet Harbor Road, Ponce Inlet.

Marine Science Center – Free helmet sticker with each paid admission. Tuesday – Saturday 10 a.m. - 4 p.m., Sunday Noon - 4 p.m. 386-304-5545. Lighthouse Point Park, Ponce Inlet.

OCTOBER 18

Biker Fest 2003 – Adam's Mark Daytona Beach Resort. Free concert with headliner act, giveaways, fun and food. For information call 386-254-8200 or www.adamsmark.com/daytonabeach; 100 North Atlantic Avenue, Daytona Beach.

BARS AND STRIP CLUBS

Art's Place
5115 N. Hwy. 17,
DeLeon Springs
904-985-5151

Billy Bob's Country Night Club
2801 S. Ridgewood Ave.
904-756-0448

Boot Hill Saloon
310 Main Street, D. B.,
904-258-9506

Bottom's Up Club
2396 N. U.S. 1,
New Smyrna Beach
904-427-0364

Cheyenne Saloon
Hwy. 17 S., East Palatka
904-328-9216

First Turn
5236 U.S. 1, Port Orange
904-760-378

Froggy's
800 Main St.,
Daytona Beach
904-253-0330

Full Moon Saloon
9 S. Wild Olive,
Daytona Beach
904-257-8661

Gilly's Pub 44
1889 State Road 44,
New Smyrna Beach
904-428-6523

Iron Horse Saloon
1068 N. U.S.1,
Ormond Beach
904-677-1550

Jackson Hole Saloon
1081 N. U.S.1,
Ormond Beach
904-673-6996

Last Resort
5812 Ridgewood Ave.
(U.S. 1), South Daytona
904-761-5147

Main St. Cafe/ Al's Alley Pub
821 Main St.,
Daytona Beach
904-257-2323

Molly Brown's
542 Seabreeze Blvd.,
Daytona Beach
904-255-5966

Pandora's Box
319 2nd Ave.,
Daytona Beach
904-252-9163

Ringside
116 E. Dunlawton Ave.,
South Daytona
904-756-0230

Shark Lounge
730 Int'l. Speedway Dr.,
Daytona Beach
904-258-1230

Shingle Shack
640 N. Ridgewood,
South Daytona Beach
904-252-3584

Smiley's Tap
1161 N. U.S. 1,
Ormond Beach
904-677-9609

Sopotnick's Cabbage Patch
549 Tomoko Farm Rd.,
New Smyrna Beach
904-427-2659

Squeeze Inn Pub
5005 S. Ridgewood Ave.
(U.S. 1), South Daytona
904-760-2564

Willy's Motorcycle World
566 Ballough Rd.,
904-253-2100

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All American Bike & Cafe
695 Mason Ave,
Daytona Beach
904-257-2228

Bas Cycles
4251 Spruce Creek Rd,
Port Orange
904-767-1993

Choppers World
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Daytona Beach
904-252-1922

Claudes Mobile Cycle & Salvage Service
1111 Derbyshire Rd,
Daytona Beach
904-255-0566

Claudette & Dusty's Cycles
614 Main St.,
Daytona Beach
904-254-8431

Corbin
814 Main St., Daytona Beach
904-258-8191

Cycle Accessories of Daytona & Polaris
712 N Beach St.,
Daytona Beach
904-255-4255

Cycle Goodies
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Holly Hill
904-258-5691

Daytona AMW Inc.
118 E Fairview Ave,
Daytona Beach
904-257-7000

Daytona Blackgold Cycles Inc.
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Daytona Beach
904-258-8020

Daytona Harley-Davidson
290 N Beach St.,
Daytona Beach
904-253-2453

Daytona Indian Motorcycle
402 N. beach Street,
Daytona Beach
904-255-6559

Magnum Cycles
612 N Ridgewood Ave,
Daytona Beach
904-253-1398

Miller's Custom Parts
1863 S. Ridgewood Ave,
Daytona Beach
904-761-0858

Personal Cycle Service
594 Ballough Rd.,
Daytona Beach
800-435-7039

Prinkey's Used Motorcycles
5840 S. Ridgewood Ave,
Port Orange
904-322-5533

Robison's Sales & Service
508 W. International Speedway B,
Daytona Beach
904-255-6788

Peen's Precision Motors
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Daytona Beach
904-252-9569

Russell's Cycle Care
2514 N. Dixie Freeway (U.S. 1), New Smyrna Beach
904-427-6001

Slick Cycle Tony's Hacienda
207 Dunlawton Ave. (U.S. 1 and Rt. 421)
Port Orange
904-760-4456

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Bikers Against Manslaughter,
Ellis Groceries, 601 Main St., Daytona Beach. Open

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The only route Amtrak will provide this service for you is on their Auto Train, which runs from Lorton, Virginia, to Sanford (just outside of Orlando), Florida, and return, once a day. For more info, call 800-USA-RAIL.

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ABATE of Florida Inc. Campground - Hot showers, beverages, food, vendors, 24 security, no hookups. Volusia County Fairgrounds, 904-943-9610.

Bulow World Famous RV Resort/Campground - food and beverages, contests, live bands; Flagler Beach, PO Box 1328; 904-439-9200, fax 904-439-6757. Contact: John Seibel.

Cackleberys Lot Next Door
386- 428-5459

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Mailing Address:
910 South Beach Street, Daytona Beach, FL 32114
Street Address:
1425 Tomoka Farms Rd., Daytona Beach, FL 32124
1-888-GET-CRAZY

Daytona Beach Campground
4601 S. Clyde Morris Blvd.
Daytona Beach,
FL 321199-1220
386-761-2663

Motorcycles Only Camping; Daytona 200 M/C Clubhouse, 1 mile west of I-4 on Hwy. 92, Daytona Bch. Clean rest rooms, showers, food available – Camping by donation. 904-672-3927 Contact Frank Whitacker

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Orange Isle Campground
3520 South Nova Rd.
Port Orange, FL 32127
904-767-9170

Rose Bay Travel Park
386-767-4308 or 788-4110

Sunshine Holiday Camper Resort
1701 North U.S. 1
Ormond Beach, FL 32174
904-672-3045
Contact: Ms. Linda Ward

The Lot Next Door
Corner of SR415 and Pioneer Trail, next door to the Cabbage Patch, Samsula; 904-428-5459
Contact: Frank Luznar III
http://www.daytonachamber.com/lotnext.htm

Tomoka State Park
386-676-4050

Town & Country RV Park
386-257-6137

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FL 32118-5502
904-761-2210

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904-254-8200

Aladdin Inn
2323 S Atlantic Ave.,
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FL 32118-5345
904-255-047

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FL 32118-3399
904-252-8513

Beacon by the Sea
1803 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5003
904-255-3619

Best Western Aku Tiki Inn
2225 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5319
904-252-9631

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FL 32118-3298
904-672-0990
www.surfsideresorts.com

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904-767-3119

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FL 32176-7715
904-672-4550

Castaway Beach Resort
2043 S. Atlantic Ave.,
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Fl 32118
904-254-8480

Coquina Inn
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Daytona Beach,
FL 32114-4924
904-254-4969

Coral Beach Motel
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Ormond Beach,
FL 32176-7815
904-677-4712

Days Inn Oceanfront Central
1909 S. Atlantic Ave.,
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FL 32118-5005
904-255-4492

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Daytona Beach,
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904-2550541

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866-629-1914

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FL 32118-4303
904-252-3626

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616 S. Atlantic Ave.,
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FL 32176-7716
904-767-5620

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FL 32118
800-767-9738 or
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www.dreaminn.com

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2125 S. Atlantic Ave.,
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904-252-1558

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FL 32118-3925
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FL 32118-4503
904-255-7491

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FL32118
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904-738-5200

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Titusville
407-269-2121

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904-672-1440

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New Smyrna Beach,
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904-255-7412

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904-252-1404

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904-767-1711

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FL 32118-4762
904-252-2581

Ocean Sands Hotel
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www.palmplaza.com

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FL 32120-1257
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904-767-2551

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904-252-4363

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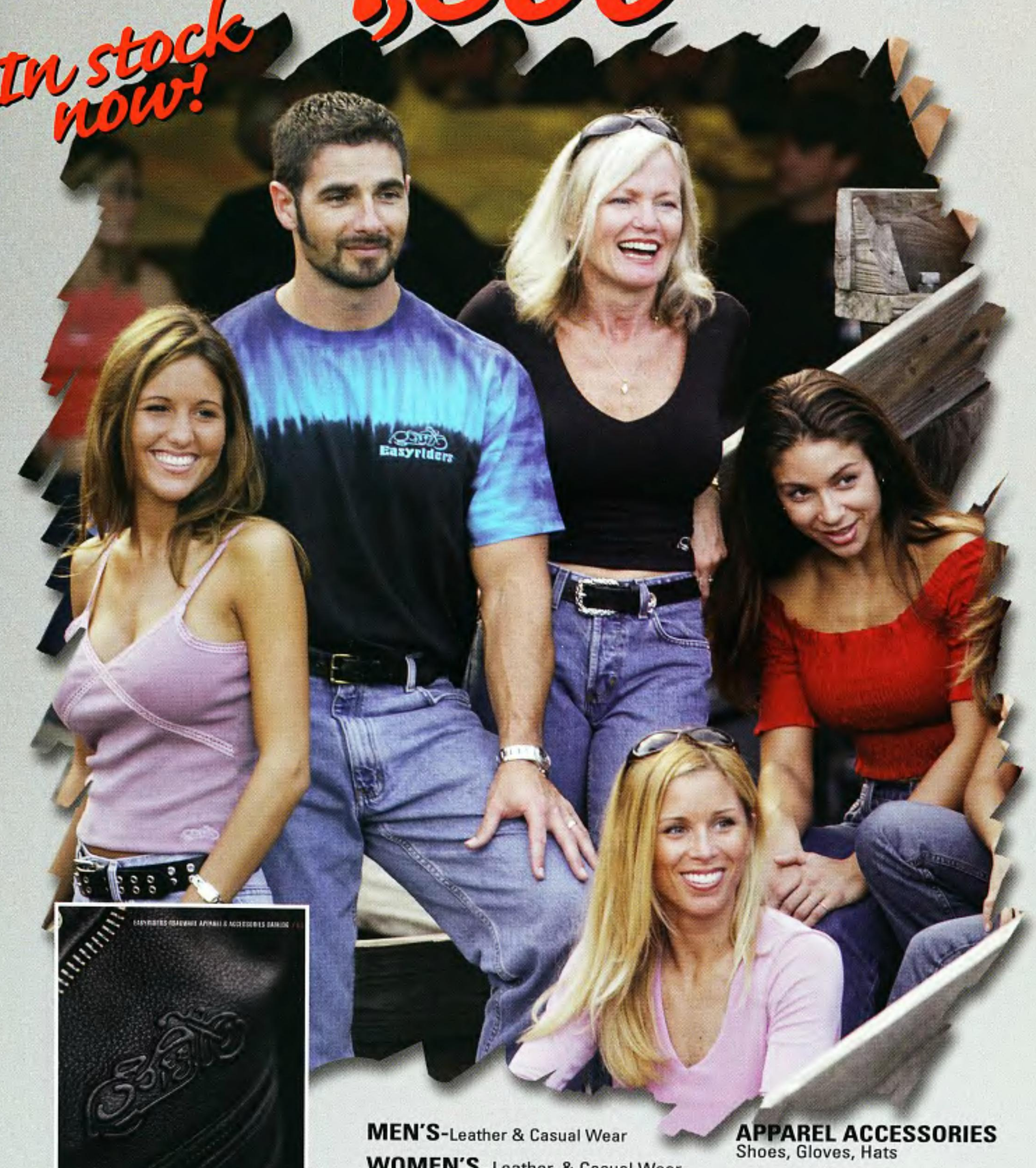

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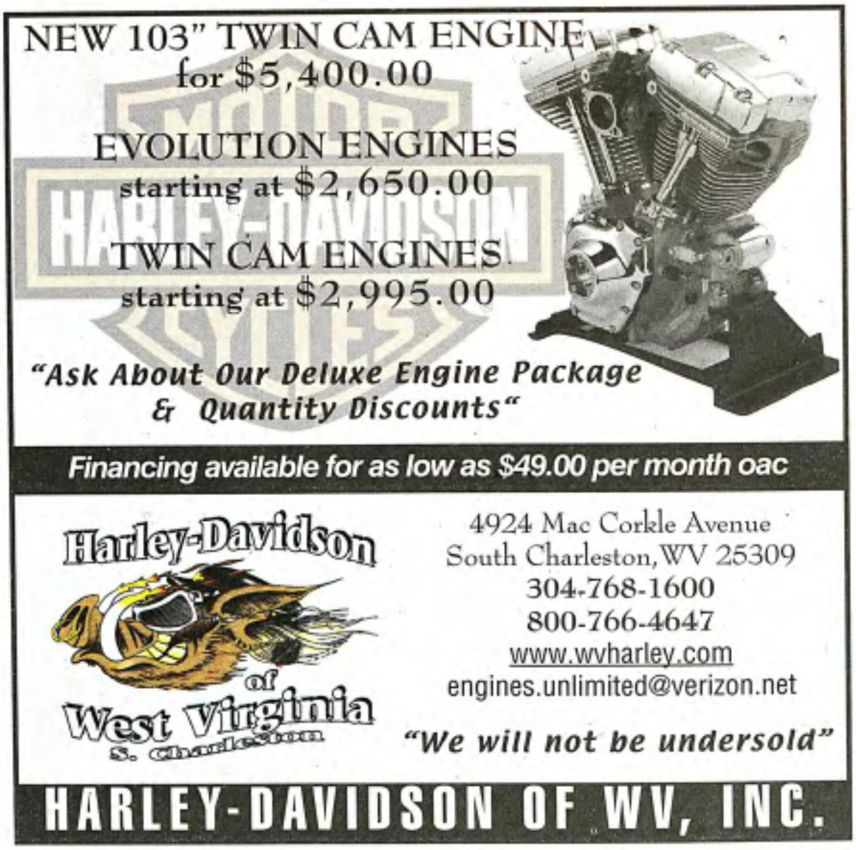

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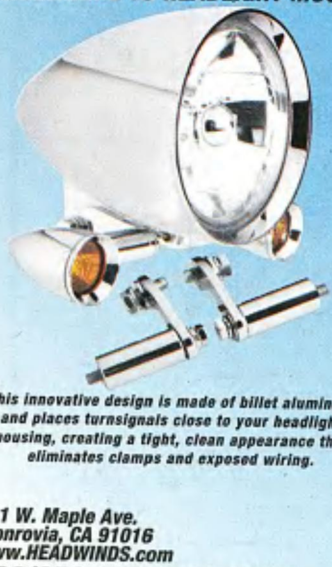

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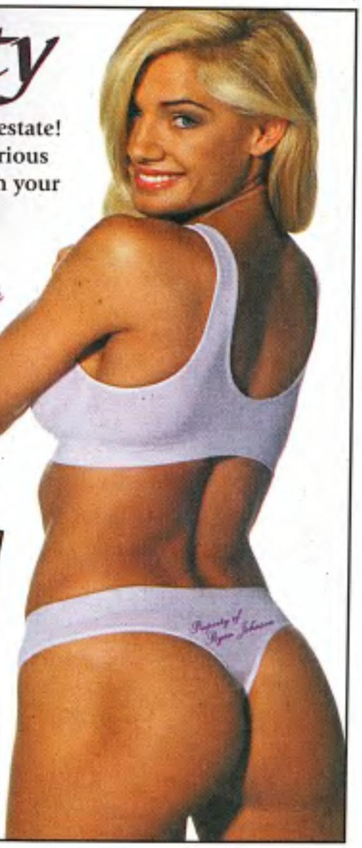

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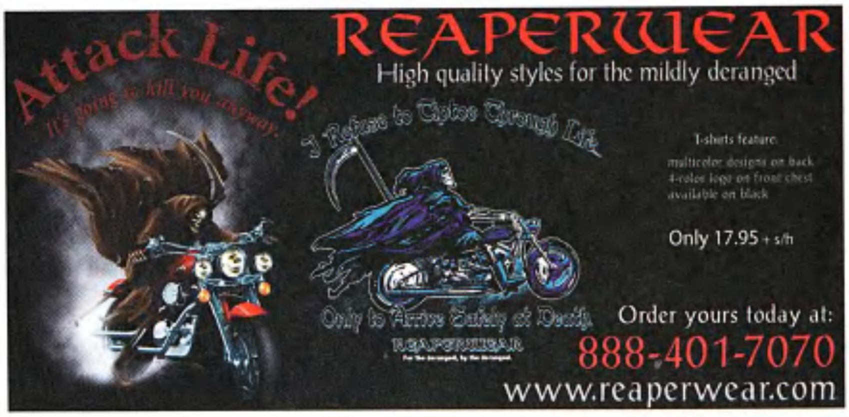

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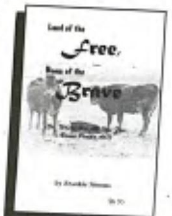

Author Frankie Simons, free spirit, lifelong biker, and frequent photo contributor to *Easyriders*, has done it and counseled many others to freedom.

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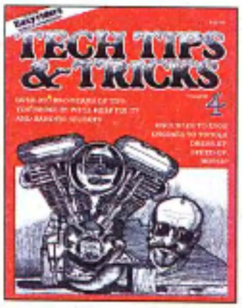

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Volume 4 is HOT off the *Easyriders'* presses, jam-packed with the latest in short-cuts and fast-cuts that can save time and money. Volumes 1-3 are also available.

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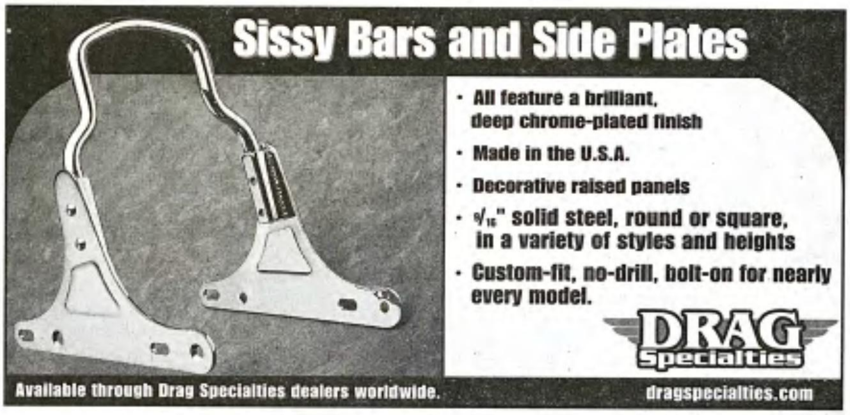

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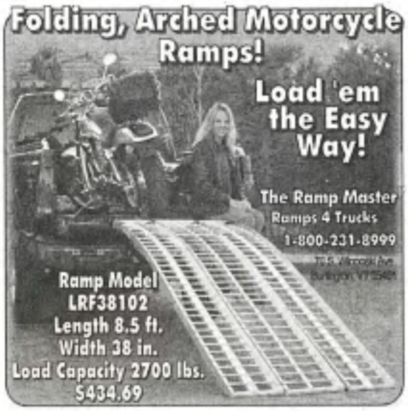
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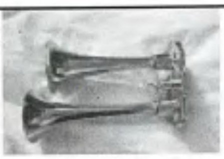

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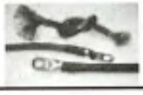

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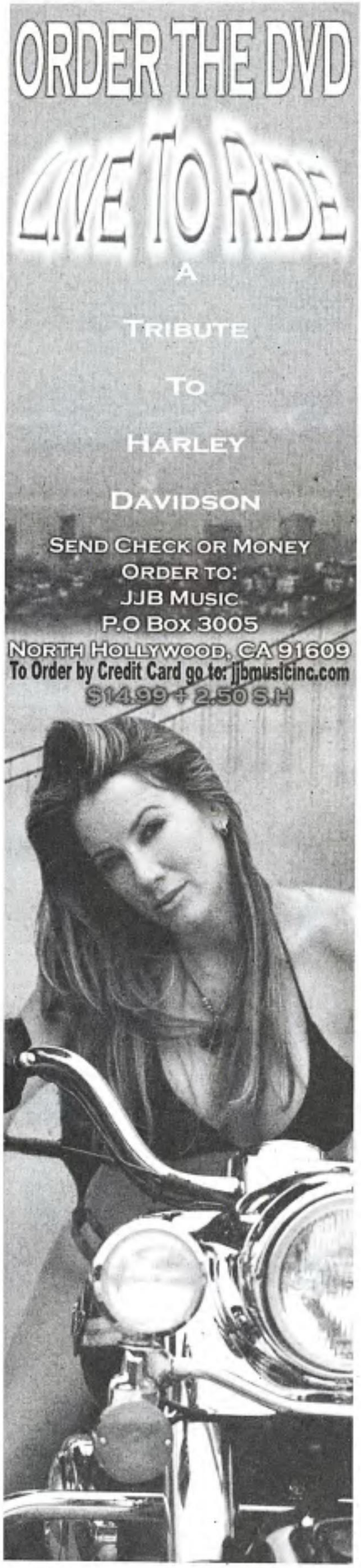

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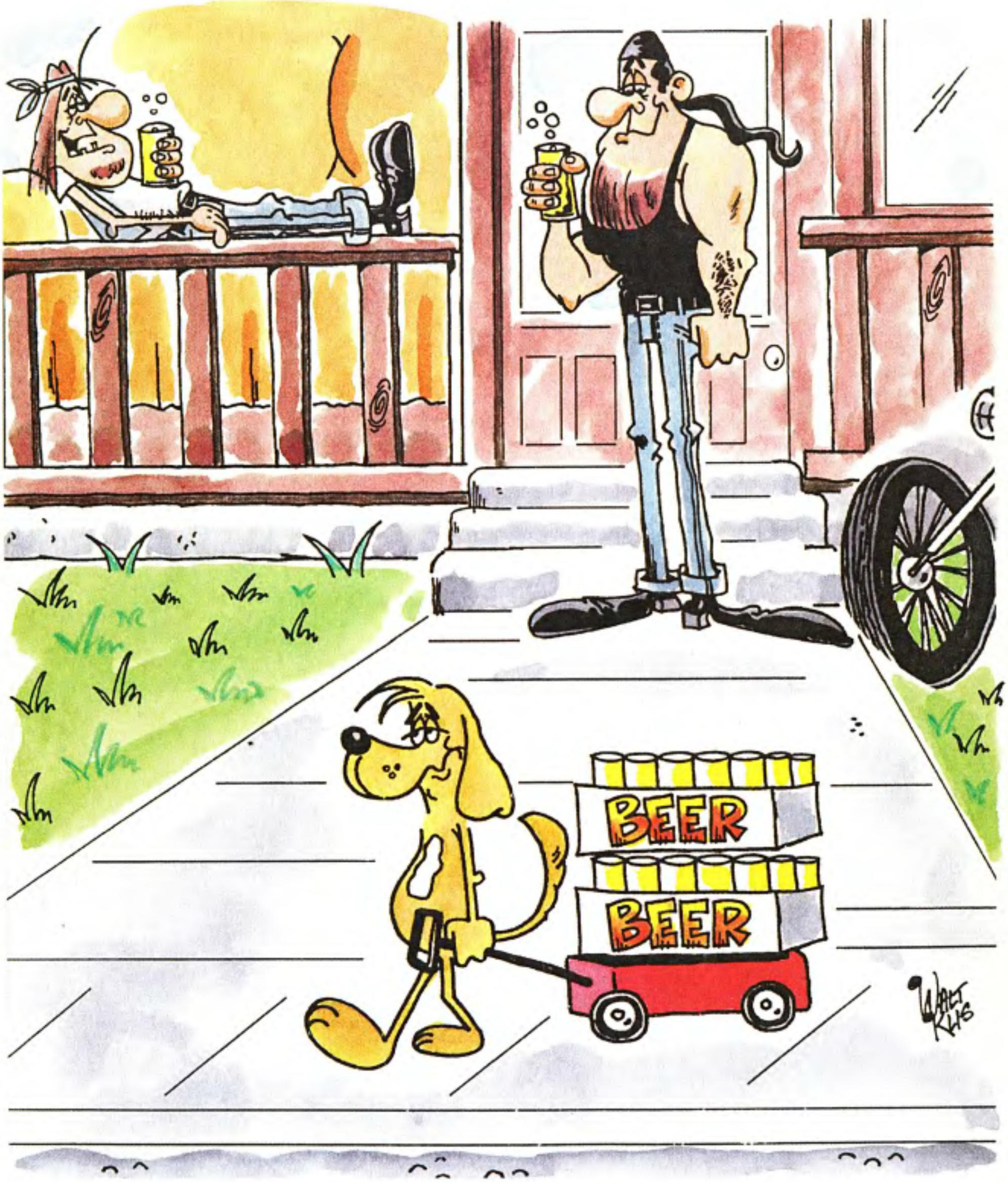

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National Law Chart

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State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a, 4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

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√ In effect on designated rural interstate highways

r Required by law

a Available for all eligible applicants

p Prohibited to use or possess

c Required if carrying a passenger

1 Reflectorization required

2 Must have in possession

3 Required for novice riders

4 Required under age 18

5 Required under age 19

6 Required under age 21

7 Required under age 15 with learner's permit or for one year after obtaining license

8 Required for passengers

9 Required for instructional permit holders

10 Required under age 16

11 Required for first-time applicants

12 May waive skills test for successful completion of rider education

13 May waive knowledge test for successful completion of rider education

14 Required by law unless equipped with windscreen

15 Required unless equipped with windscreen that is 15 inches above handlebars

16 Required at speeds over 35 mph

17 Modulating headlight permitted

18 Required for vehicles manufactured after 1/1/56

19 Required for vehicles manufactured after 1/1/75

20 Required for vehicles manufactured after 4/1/77

21 Required for vehicles mfg'd during or after 1978

22 Required for vehicles mfg'd during or after 1980

23 Prohibits passengers under age 5

24 Prohibits passengers under age 7

25 Single earphone only

26 To be used for communication purposes only

27 Required by inspection regulations

28 Random

29 Annual emissions, some areas

30 Upon title transfer

31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.

32 Not required over 21 with a minimum of $10,000 in medical insurance.

TechGarage

HALLCRAFT'S
The Wonderful World of Wheels

Hallcraft's Industries Inc. has been in the business of manufacturing wheels since it was originally established in Southern California in 1966. Then the company produced high-quality spokes, nipples and complete wire wheels for applications such as English, American and Japanese motorcycles, dragsters and T-bucket hot rods.

Hallcraft's pioneered many new ideas, like the solid spoke wheels using square tubing and flat stock instead of traditional wire spoke material. These wheels were wildly popular among the chopper builders of the day, and are still fondly remembered by many veteran riders.

After many years of trials, tribulations and various ownerships, the company was eventually purchased by Ed Smith, who had been the national sales manager and general manager of Hallcraft's back in its heyday, during the 1970s. Ed was interested in building wire wheels for the motorcycle marketplace and wanted the Hallcraft's name to represent the best in motorcycle and street-rod wheels production.

Ed relocated Hallcraft's to Gainesville, Texas, where he's now striving to bring wheel technology into a new era, while retaining the reputation for great styling and high quality. Ed says, "Hallcraft's stands solidly behind every wheel we produce, just like back in the '70s. We're here to stay, and our growing line of quality products proves it."

Hallcraft's product line is indeed growing so we selected for this issue a number of wheel-related items that represent what the company is now putting out on the market for the discriminating rider. Let's have a look, shall we?

For more information you may contact Hallcraft's Industries at 940-668-0771, or look them up on the World Wide Web at www.hallcrafts.com.

—Lafayette

Hallcraft's New, Big 18-inch Wire Wheels
Hallcraft's now makes 18-x-8-inch, 18-x-8.5-inch and 18-x-9-inch, 80- or 100-spoke wire wheels. These custom wheels feature a spun steel rim, heavy, 6-gauge spokes and a custom, aircraft-quality billet aluminum hub.

Like all Hallcraft's wheels, the 18s are guaranteed tubeless and balanced, featuring Hallcraft's exclusive internal balancing system, developed by Balance Master, eliminating the need for unsightly external wheels weights. The wheels are triple show chrome-plated at Hallcraft's state-of-the-art chrome plating facility. Hallcraft's wheels come ready to install, complete with sealed bearings, spacers, and valve stem.

Hallcraft's 18-inch wheels are available from the following distributors: Chrome Specialties, Custom Chrome Inc., Midwest Motorcycle Supply, Tucker Rocky/Bikers Choice, Motovan, and MID-USA.

Radial-design pulley
The radial-design pulley shown here is made to match Hallcraft's 46-, 80- and 100-spoke radial-laced wheels. The pulley is CNC-machined from forged aluminum, with broached teeth (not milled), thereby eliminating singing and belt shredding. The pulley is then chrome plated and is available in both 65- and 70-tooth sizes for either 1 1/2- or 1 1/8-inch belt widths. All Harley-Davidson applications are available including '00 and up.

Hallcraft's 46 "Texas Big Spoke" Wheels
Hallcraft's Texas Big Spoke wheels feature 46, 3/8-inch spokes and are available in 16-, 18- and 21-inch sizes.

Like all Hallcraft's wheels the Texas Big Spoke is guaranteed tubeless and is factory balanced, featuring Hallcraft's exclusive internal balancing system, developed by Balance Master eliminating the need for unsightly external wheel weights. These wheels are also triple show chrome plated at Hallcraft's state of the art chrome-plating facility.

Hallcraft's Texas Big Spoke wheels are available through better dealers throughout the United States, Canada and Europe. Suggested retail prices start at $860.

Photos: provided by manufacturer

Radial-design brake rotor
Hallcraft's now manufactures a 1-piece stainless steel radial-design brake rotor that is designed specifically to work with Hallcraft's radial-laced custom wheels.

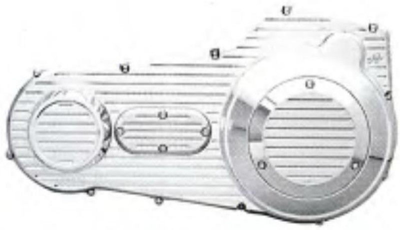
The radial-design brake rotor is made from polished 416 stainless steel and is heat-treated, Blanchard-ground and laser cut. It's available in both 10- and 11 1/2-inch sizes. The rotor comes with standard mounting holes to bolt to any stock Harley-Davidson hub and can be ordered to fit either pre- or post '00 Harley-Davidson applications.

From super-slim to wide and radical, today's primary drives are primed to pull your custom bike down the road in record time. We've collected a wide assortment of drives for your perusal in the hopes that you'll run out in a buying frenzy armed with knowledge and all the latest "buzz words" when you order up your kick-ass drive system.

You'll also notice that aftermarket companies have come up with a wide range of covers and enclosures for your drive side. These run the gamut from smooth and classy, to radical designs that look like you could gut a deer with them. The choice is yours. Read up and enjoy.

—Dave Nichols

PRIMARY POWER



Pro-One Chrome Billet Primary Covers Are Now Available From Drag Specialties

This chrome billet primary cover from Pro-One has a precision-machined ball-end-milled design. It fits '89-'03 Softails and '91-'03 Dyna Glide models. Matching derby cover and inspection covers are available separately.

Pro-One's chrome billet primary cover retails for $899.95.

For more info, call your Drag Specialties sales rep at 800-222-3400, or go to www.dragspecialties.com.

Tribal Motorworks Primary Covers Capture That Hot Rod Look

Tribal Motorworks' expanded product line of CNC-machined billet aluminum accessories for V-twin motorcycles include these old-school-inspired designs of primary covers.

The Tribal Motorworks designers are inspired by early hot rods and try to give their parts that same look.

Contact Tribal Motorworks at 231-941-9461 for more information or visit them on the Web at www.tribalmotorworks.com.

Sputhe Engineering's Narrow Primary Drive System Added To Its Lineup

Sputhe Engineering recently added primary drives to its line of mechanical components for Harleys, the company says. "It seemed like the next logical step. Sputhe Engineering has been a leading manufacturer of high-performance engine and transmission components for more than 25 years. We decided that it was time to tie the two together," said Alan Sputhe, president of Sputhe Engineering.

As with other Sputhe products the primary drive is a totally engineered assembly of matched components.

Sputhe tells us they're the only manufacturer offering a belt drive with a "cush-drive" built into the front pulley. The front pulley is machined from chrome-moly steel bar stock instead of the cast aluminum.

The clutch housing is machined from 7075-T6 aluminum billet, hard anodized and incorporates a multi-plate AP racing clutch. Sputhe claims their clutch is the strongest in the industry but because of the diaphragm spring has a light pull and very smooth engagement.

"The primary housing is CNC-machined and show polished billet aluminum. It's designed as an integrated structural element that ties the engine to the transmission more solidly than the conventional flat plate other manufacturers use. Even though it appears light and open, all moving parts are completely enclosed for safety," Sputhe adds. "Even though our primary drive is as strong as competing 4-inch-wide belt drives, it's also very narrow so that foot controls won't need to be offset or left side cornering clearance compromised, even when using large primary offsets. Being very narrow, our primary drive is the obvious choice for any bike with a 250-series rear tire," concludes Sputhe.

For further information see Sputhe Engineering on the Web at www.sputhe.com, or call them at 530-268-0887.

Sputhe Now Offers A Right Side Drive Transmission For Wide-Tire Custom Bikes

The first right-side drive 5-speeds that Sputhe Engineering developed in the 1980s were for Sportster-based drag bikes. Later on Sputhe developed the first right-side output trans for Big Twins in 1990. Originally developed for one of the early Indian rebirth attempts, it eventually found its way into the Confederate motorcycle lines.

Sputhe's latest right-drive transmission comes in three configurations. The softail-style version comes complete with a Sputhe 2.5-inch-wide belt drive, clutch assembly and belt final drive. Sputhe says several manufacturers are currently building frames for this unit in both rigid and swingarm configurations.

A close-coupled version is available for rubbermount high-performance bikes. Sputhe is also producing an extreme duty version for drag racing in conventional, semi-automatic and fully automatic forms.

Sputhe's primary goal was to make the powertrain as narrow and evenly balanced as

possible, when using very wide rear tires. Every version will accept tires up to 250mm (10 inches) with the engine centered in the frame. With belt primary and secondary drives, nothing on either side projects more than 7.5 inches from the center of the chassis. (The primary cover of a stock Harley big twin sticks out more than 11 inches on the left side.)

For further information see Sputhe Engineering at www.sputhe.com.

RevTech's Complete Primary Drive Kit

This kit features every part that's needed from the outer cover to the inner cover and all components in between. Each kit includes a chromed or black inner primary, chromed outer primary cover RevTech Kevlar clutch, chain drive kit, inspection cover, derby cover, all mounting hardware, seals and gaskets. Custom bike builders who prefer the Kevlar clutch can also use (58650) or (58698 on 1998 and newer models, or (58653) for wide drive applications where lower primary drive ratios are desired.

Call 800-359-5700 to speak to your Custom Chrome dealer sales rep or visit www.customchrome.com.

TP Engineering Pro-Series Precision Machined Transmissions

TP Pro-Series transmissions are precision machined on CNC mills to insure consistency for each and every case produced. TP Engineering uses aircraft grade A356-T6 aluminum—the best aluminum that can be used, says Tom Pirone. TP Engineering has also engineered their transmission cases with extra material in the high-stress areas to ensure a high-quality transmission case.

TP Pro-Series transmissions come with a TP-made chrome billet transmission end cover featuring a center fill as well as a level sight.

A TP Pro-Series chrome-plated trap door is also made from high-grade aluminum. This trap door is said to be three times stronger than a stock door. Pirone tells us that all Pro-Series transmission use precision bearing placement to eliminate gear deflection for smoother shifting and much quieter running.

Call TP Engineering at 203-744-4960 or visit www.tpeng.com.

Primo's Outboard Bearing Support Isn't Just A Pretty Face

Primo's new "outboard bearing support" primary belt drive was engineered and designed to deliver extreme performance as well as good looks, according to company's product release.

Primo tells us that their "outboard bearing support" is not just another pretty face, as it provides added rigidity, and structural support between the motor shaft and the transmission drive shaft for all Brute IV and Brute V open belt drive systems.

The "outboard bearing support" primary belt drive provides full coverage of the belt so as to keep unwanted road debris out of the way. The system also features roller bearings and extra-strength and support for main and drive shaft. This belt drive uses stylish, polished billet aluminum components and is adjustable for ease of installation.

Call Primo 800-872-1515 for more info.

PM Contour Clutch Housing Provides Smooth Action And Sleek Looks

Performance Machine created, tested and engineered two different styles of clutch housings that are designed to work with their master cylinders. Performance Machine claims their clutch housing offers smooth and effortless clutch action. The housing is available in polished or chrome finish.

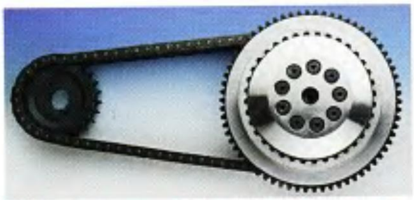
For more information, call Performance Machine at 714-523-3000 or log on www.performancemachine.com

Mean Street Offers An Affordable Alternative To Conventional Open Belt Drives

The El Paso custom parts company owned by brothers Mike and Tim Hanlon (no, not the Excelsior-Henderson people) offer a large selection of hydraulic front ends, including massive inverted models. In fact Mean Street Products supplies inverted front ends for both Big Dog and Bourget custom cycles.

Now the company offers their stylish Street Drive belt drive, which they describe as "the closest thing to art you can put on a bike." The 3-inch belt drive system features a 1-piece aluminum motor plate that is CNC-machined from solid billet. The Mean Street Drive will accept the 3-inch BDL clutch, belt and pulley kit. Price for the Street Drive is $998 polished with a chromed version available upon request.

For more info call 915-592-6887, or go to www.meanstreetproducts.com.



Chain Primary And Competitor Clutch Kit By Belt Drives Limited Available

This replacement chain primary kit from BDL uses the company's Competitor clutch system. The Competitor clutch features nine springs and shoulder bolts for simple spring adjustment, polished pressure plate and Kevlar clutch plates. Three different part numbers are enough to cover big twin models from 1970 to 2003.

Call 800-359-5700 to speak to your Custom Chrome dealer sales rep or log on to www.customchrome.com for more info.

Two New Belt Drives Round Up Hitech Products' Line Of Primary Components

The Demon Drive and the Farrell Flames are new additions to Hitech Products' Dominator 3-, 4-, and 5-inch belt drives. Each one of these wicked-looking primary drive systems features a pair of outer support bearings. One bearing being on the clutch basket while the other one is located at the end of the engine pulley. We're told this setup gives their primary drive a great deal of rigidity under torque.

All Hitech Products' belt drives are offered

with a show-quality polished finish and include complete hardware and a clutch set. The Demon Drive and the Farrell Flames are designed to fit 1990 and later Softail, Dyna, FXR and FLT models including Twin Cams. Also available are offset kits ranging from 1/4 to 2 inches for wide drive frame applications.

The Farrell Flames is also designed to work with Hitech Products' Dominators 3-, 4-, and 5-inch belt drives.

Contact Hitech Products at 818-834-1060 for more info or look them up at www.hitechledproducts.com.

Kenny Boyce Monster 4-Inch Belt Drive Dwarfs Others

Kenny Boyce's Monster 4-inch-wide belt makes other open belt systems look small by comparison. More than a stunning showpiece, this kit is engineered to stand up to high-horsepower abuse.

An ingenious support plate is mounted to the inner motor plate, creating a strong cage for the belt drive to operate in.

The outer plate also supports a special outer clutch hub bearing that holds the clutch hub very steady. The caged design was designed to keep stress off of the transmission bearing, and ensures that everything stays in alignment.

Machined from T-6061 aluminum, then polished, the primary kit features reliefs in the outer support plate that have contrasting, satin glass-bead finish that can be left as-is or can be customized with paintable inserts, sold separately.

Call 800-359-5700 to speak to your Custom Chrome dealer sales rep or go to www.customchrome.com for more information.

BDL Street/Strip New Lock-Up Performance Clutch Is Designed To Deliver The Ultimate In Power Transfer

Looking for the adrenaline rush that only comes when you drop the hammer and your bike's clutch provides immediate and positive lock-up? Racers and serious street riders need look no further than BDL's new Lock-Up clutch assembly, says the company. During operation, centrifugal force allows the Lock-Up system's actuator arms to move outward, applying additional pressure against the plate and clutch springs. This extra pressure provides a smooth, immediate and positive lock-up while virtually eliminating dreaded clutch slippage, according to a BDL product release. Designed specifically for all BDL open and closed belt drives and clutch assemblies utilizing the dome-style pressure plate, the new Lock-Up clutch was designed to assure instantaneous power transfer under the most demanding condition, concludes BDL.

For complete details contact Belt Drives Ltd. at 714-685-3333 or visit them on the Web at www.beltdrives.com.

Belt Drives Limited Introduces Their Top Fuel Street Drive For V-Twin Applications

Belt Drives Limited, an industry leader in high-performance belt drive systems for V-twins, has recently released their massive 3 3/8-inch belt, Top Fuel Street Drive conversion. This monster is a complete bolt-on package that is designed to be a direct replacement for the chain assembly on all Softail, Dyna and Twin Cam models after 1990.

Featuring the same 14mm x 85mm belt used by Top Fuel racers, the unit provides unequaled strength, durability and reliability, says BDL. The company's 6 3/8-inch Kevlar clutch features a system-specific pressure plate and nine springs for maximum adjustability. Incorporating nine friction plates, 11 steel plates and a 7075 anodized billet aluminum hub, the Top Fuel Street Drive is capable of handling any size engine on the market according to a BDL product release. The Top Fuel Street Drive is offered in two specific kits. TF-1000 comes with an integrated side guard while the TF-2000 ships with a reversible outboard bearing support.

For complete details on the Top Fuel Street Drive call 714-685-3333 or catch the complete line of BDL performance products at www.beltdrives.com

Ness-Tech Chrome Billet Inner/Outer Primary Systems Are Available Through Drag Specialties

Machined from a 150-pound chunk of billet aluminum, the Ness-Tech chrome primary features a curved design that changes the look of the primary area. The kit includes inner and outer covers, two primary cover gaskets and chrome hardware.

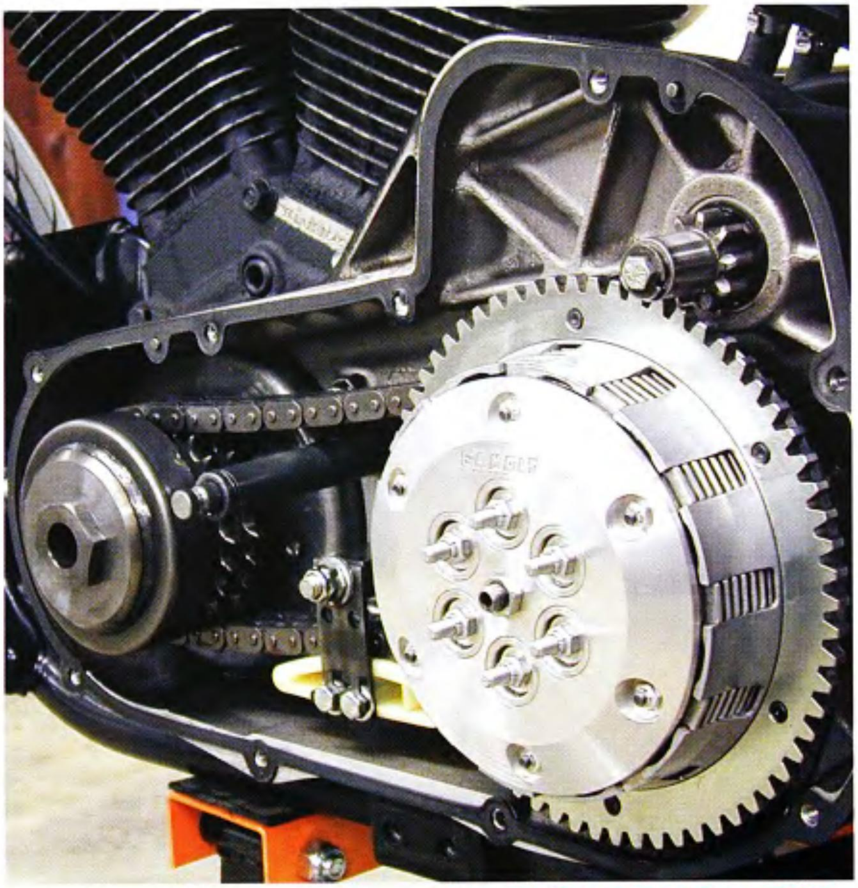
The primary systems come in three styles: Smooth, Grooved and Stepped, and retail for $1,999.95. Replacement gaskets are available separately, as OEM replacement gaskets will not seal properly.

For more information, click on www.dragspecialties.com or call your Drag Specialties sales representative at 800-222-3400.

Bandit Machine Works Produces Clutches And Belt Drives For Harleys

Bandit Machine Works *(opposite page top)* produces clutches and belt drives for Harleys. Bred for the racetrack, and having dominated the H-D drag racing scene for years, Bandit's products are virtually indestructible on the street, and show up in high-horsepower bikes of all types where quality and performance are the top priority, claims a company product release.

Bandit now offers their Sportsman clutch, a system designed as a bolt-in upgrade for the stock clutch basket on '90 and later big twins, as well as full race-quality clutches available for new construction bikes, including open belt drives for Sportsters and big twins.



Also available are centrifugal lockup units as used by Drag Racing's professional champions and world record holders, and billet trap doors for the 5-speed Sportsters to add support to a weak area of the Sportster transmission.

Bandit Machine Works adds that a beneficial byproduct of their clutch is that the lever pull of a Bandit clutch is by far the lightest of any clutch available for the H-D line.

Call Bandit Machine Works 717-464-2800, or visit www.banditmachineworks.com to find out more about their products.

Baker's 5-Speed And 6-Speed Right-Side Drive Transmissions Bring New Options For Custom Bike Builders

Until now, using very large tires on a big twin aftermarket frame meant that you had to offset both the engine and the transmission to the left side so the secondary drive belt or chain clears the tire.

Offsetting the drivetrain certainly solves the tire-clearance problem, but it also opens a whole new can of worms: By moving the transmission and engine away from the frame's centerline, you quickly come to realize that your motorcycle is no longer balanced.

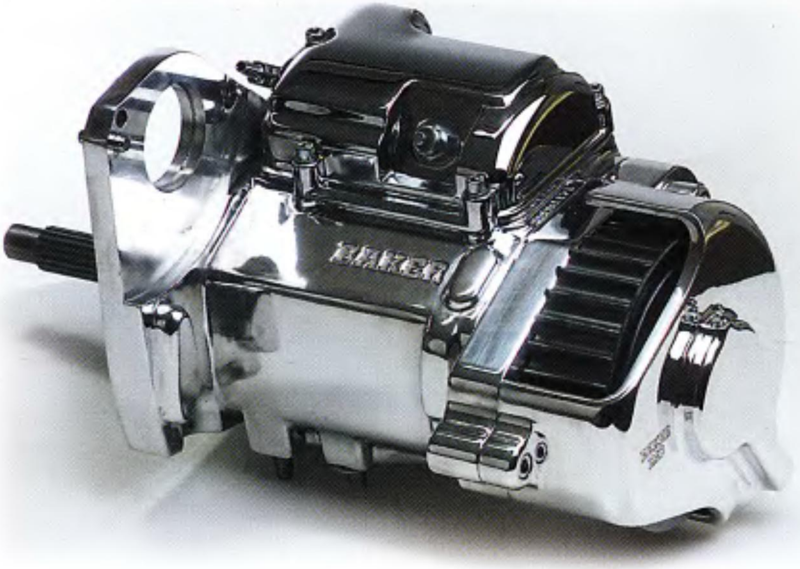
The bike feels surprisingly light on left turns, while right turns require much more effort on your part.

In 2001 Burt Baker of Baker Transmissions decided to solve both of these problems by correcting the bike's balance with the use of a 5-speed right-side drive (RSD) transmission *(shown bottom left).*

Of course it was a matter of time before Baker would offer a 6-speed version of the right-side drive. Just as the RSD5 does, Baker's RSD6 6-speed trans switches the transmission output (secondary drive) to the right side, which puts the engine and transmission back in the middle of the chassis to create a well-balanced motorcycle.

To run a RSD transmission, you must use a special frame that is set up to accommodate RSD. Following Baker's lead, many frame makers have changed their jigs and fixtures to be able to offer RSD frames. Manufacturers currently offering RSD-compatible frames include Atlas Precision, Daytec, Gambler, Killer Choppers, Kosman Specialties, Pro-Street Frameworks, Rolling Thunder, West Coast Choppers, and Motorcycle Works.

Call Baker at 517-339-3835 or log on to www.bakerdrivetrain.com for more info.



Primary Covers For '94-'03 Softails And Dyna Glide Models By JayBrake

These primary cover by Jay Brake Enterprises sport a sleek, seamless look and feature a die-cast construction with a chrome finish and have a sight glass in the cover that allows you to check primary oil levels at a glance.

The JayBrake primary cover is available through Drag Specialties and retails for $749.95.

Go to www.dragspecialties.com or call your Drag Specialties rep at 800-222-3400.

THE STUFF DREAMS ARE MADE OF

J&P Cycles/*Easyriders*/ Big Bear Choppers Build-a-Bike Sweepstakes

When's the last time you won anything? Publisher's Clearing House not knocking on your door? Missed all seven numbers of the Lottery? Didn't find the million-dollar bottle cap? Well, then it's time to get lucky. And this *Easyriders* contest is not even a contest. All you have to do is invest in a postage stamp to ride off on a showroom-fresh Big Bear Choppers/J&P Cycles custom valued at $25,000.

When John and Jill Parham at J&P Cycles called Morris Murray and Frank Esposito at Custom Chrome, Custom Chrome immediately nominated Kevin Alsop of Big Bear Choppers (BBC) to build this year's Build-a-Bike Sweepstakes motorcycle. They knew it would mean that Kevin would have to reach up and yank the lever on the production line at his shop to focus all his attention on building your new bike. But Kevin whole-heartedly accepted the challenge.

Watch your new Venom Pro Street bike come together in next month's issue of *Easyriders*. You'll see Kevin sweating and straining to complete the Build-a-Bike scoot in just 10 days!

Can Mr. Alsop do it? An impossible task, you say? HA! Kevin doesn't know the meaning of the word. Thankfully, he had some major help from Nate Stewart at Custom Chrome who expedited getting the parts over to Kevin in record time. As you can see here, your new dream bike will feature a tried and true RevTech 100-cubic-inch, show-polished motor, capable of 100-horsepower right out of the box.

You say you want to do a little high-speed cruising on your new bike? Then we'll include a smooth-as-silk RevTech 6-speed trans, also show-polished, of course. The bike also benefits from a set of BBC's new inverted forks; these babies are now available through CCI.

The goody list of components from Big Bear Choppers is based on their Venom Pro Street kit that you'll find available through CCI and Big Bear Choppers. Most components of the bike will also be available through J&P Cycles.

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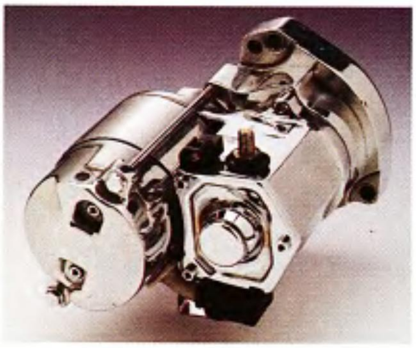

The Venom is based on a DOM seamless-tubing, single-downtube, Fang-tooth swingarm design with a 40-degree rake.

The RevTech 100-inch motor is hooked up to a BDL belt drive and is fed by a Mikuni HRS 42 carb, while inside lurks a RevTech 50 cam. All of the sound and fury exits from a set of BBC Venom exhaust pipes.

And did we mention the two-year, 20,000-mile engine warranty? There's also a lifetime warranty on the frame and sheet metal. Yep, a gift that keeps on giving.

The menu keeps cooking with BBC's custom 14-gauge steel, 4.8-gallon gas tank with a flush mount pop-up gas cap. The BBC fenders are 12-gauge while the BBC custom oil tank is 14-gauge steel. Folks, that all spells beefy performance.

The Build-a-Bike also carries with it some special features not found on the standard, though very cool, BBC Venom kit: in particular, the set of custom BBC V-handlebars, the Hogsbreath air cleaner, Venom exhaust pipes, and Big Bear Chopper's famous Webb grips.

The Build-a-Bike Sweepstakes custom also rolls on a set of Pro One polished Storm billet wheels shod with Avon tires including a 250-series rear. Now add stainless steel, clear-coated cables, billet forward controls actuating 4-piston billet brakes, and a custom "tribal" blue paint scheme conjured up by the fine crew at Concept Powercoaters out in Rancho Cucamonga, California—getting the picture? And you could be on it, sitting on the bike in the pages of *Easyriders*.

To follow along with the progress of the J&P Cycles Build-a-Bike Sweepstakes visit www.bigbearchoppers.com to see Kevin adding the final touches to what could be your new bike. You can also see tons of cool stuff on the J&P Cycle Web site www.jpcycles.com. But don't turn the page until you fill out the entry form in the J&P Cycles ad in this issue for the drawing. Someone's going to win for sure, and it might just as well be you!

—Paul Garson

Photos: courtesy of J&P Cycles

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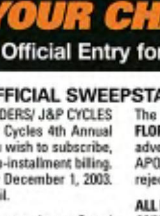

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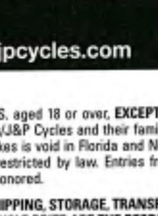

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Prize is not transferable and not redeemable for cash. No substitution of prize is permitted. You may win one Grand Prize .Total approximate retail value is $25,000.00

Winner will be selected by random drawing from all entries received, and validated by Wood International Solutions whose decisions will be final. Prize winner will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. In the event that the prize is not claimed, which can happen, random drawings will be held from among all entries received to award unclaimed prize. **THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.**

The Sweepstakes is open to all residents of the U.S. aged 18 or over, **EXCEPT RESIDENTS OF THE STATES OF FLORIDA AND NEW YORK**, employees of Easyriders/J&P Cycles and their families, it's affiliated companies, and advertising and promotion agencies. This sweepstakes is void in Florida and New York, outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. Entries from ineligible participants will be rejected; however, all subscription requests will be honored.

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Winner may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders /J&P Cycles and none will be returned. Winner grants Easyriders /J&P Cycles and its agencies the right to use their names and likenesses for advertising and promotional purposes.

For the name of the major prize winner, send a separate stamped, self-addressed business envelope to: 4th Annual Christmas Gift Sweepstakes Winner, Paisano Publications, LLC., 28210 Dorothy Drive, Agoura Hills, CA 91301. **NO PURCHASE NECESSARY TO WIN.**

HI-LO RIDER
Adjustable Ride Control

The first modification that most people make to their bikes is to lower it in some way. Over the years we've employed struts, shorter shocks, welded on hardtails and the like to give our bikes that dropped look. Unfortunately, most of these measures leave us with bikes that are uncomfortable to ride, and in some cases, fiddling with the suspension can seriously impair the bike's handling. A number of manufacturers have addressed these problems and now there are solutions that provide for a dropped look, without compromising the ride and safety of your bike.

One of the newest products to lower your Softail is the Hi-Lo Rider system from Bike Buddy Pro. Their air adjustable shocks allow 3 1/2 to 4 inches of height adjustment to your bike, which you can vary as you drive down the road.

The Hi-Lo Rider employs an on-board, 200-psi compressor that mounts either to the splashguard at the bottom of the rear fender, or is strapped (with the provided stainless steel straps) directly to the swingarm pivot bar for an invisible fitting (as seen on this Indian Chief).

The shocks are the same size as the stock originals, and are an easy bolt on install, with the same bolt pattern as the OEM. After mounting the shocks and compressor, you just hook up the 1/4-inch DOT-approved hose from the pump to the shocks, and run the wiring from the battery to two switches that are usually mounted in the coil cover, or to an "L" bracket under the seat.

Once the Hi-Lo Rider is all hooked up, pushing the right button raises the bike, and the left allows you to lower it, in increments, or to dump all the air out of the system, dropping the bike to the ground. Some guys remove the stock rubber bumpers and are able to get a full 5 inches of drop, but doing that is recommended for show use only.

Aaron, owner of Bike Buddy Pro, originally built the system to save his ol' lady's butt. He found that after lowering his bike, his ol' lady would no longer ride with him on extended trips, due to the harsh ride. She was so happy with the system he built for her, she told all her friends, which essentially put Aaron into mass production.

The sensation of riding on the Hi-Lo Rider system is like riding on an air pillow, without the roller coaster or floating effect. You don't feel the bumps, you just glide down the road. It's perfect for cruising down the highway. When you get into town, drop the bike and you have that low, custom look for the coolest profile.

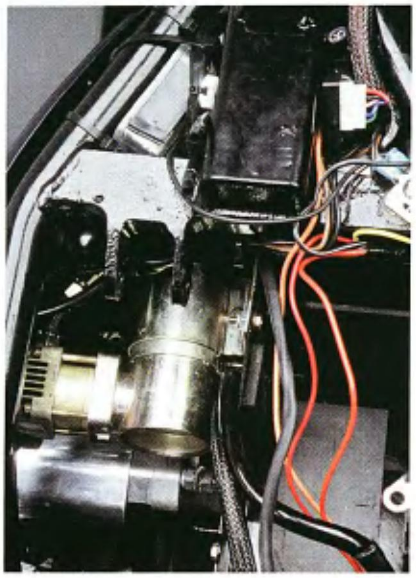
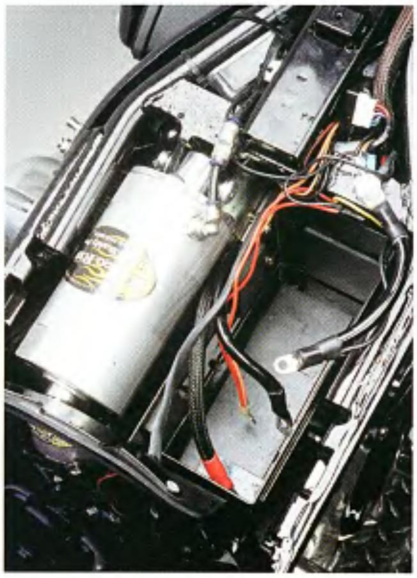
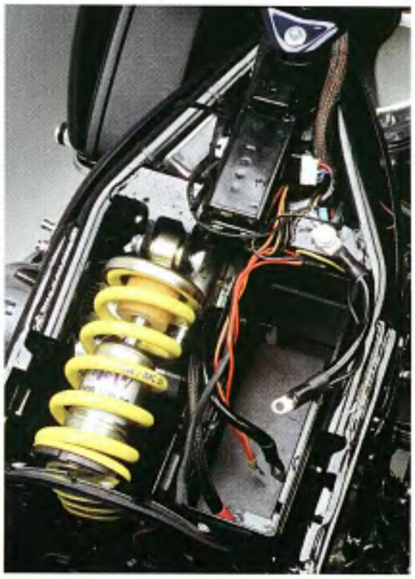
The company is now expanding the line to include air adjustable shocks for FLT dressers, which start at a position about an inch lower than stock, and drops down an additional 2 inches. They also offer shocks for Bourget bikes, as well as a monoshock unit for the 2003 Indian Chief, and also for some metric cruisers.

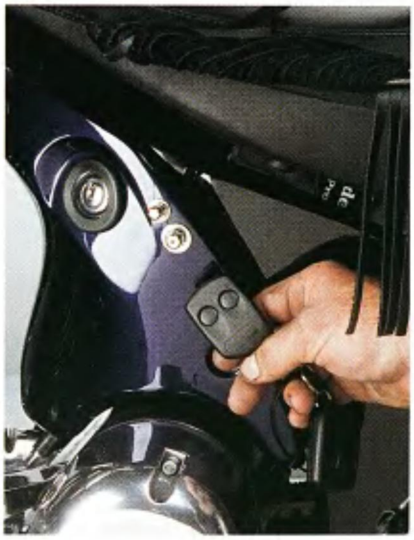
Another interesting product Hi-Lo Rider has come up with is a remote control unit that allows you to operate the compressor from up to 80 feet away. You can set the switch to a preset time interval from 0-90 seconds to raise the bike to the height you want, while you put on your gloves and get out the key. The unit is available as a model that can be easily adapted to other manufacturer's air suspension units as well.

The price of Hi-Lo Rider shock kits is $1,200 and the remote option is $250. The system is covered by a two-year warranty. The units come in aluminum or polished finished. All are made right here in the USA and offer 24/7 support, with their number printed on every shock, installation manual and on their Web site. Aaron says, "Nobody will ever have my system on their bike and not be able to get a hold of somebody when they need help." Right on, Aaron.

Call Aaron at Bike Buddy Pro, 818-203-2853, or visit him on the Web at www.bikebuddypro.com.

—Kit Maira



Photos: Markus Cuff

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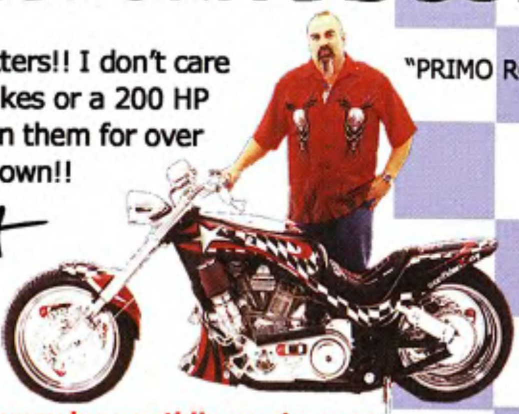
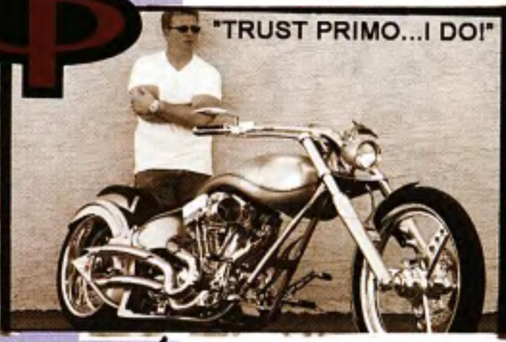


J. Roger Bourget, President & Founder
Bourget Bike Works

www.bourgetbikeworks.com



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ReadersRides

Dianna Edwards
Studio City, California
1999 FXLR

Let this be an inspiration to all men who don't think women belong on their own bikes: Riding a big twin will not only boost a woman's self-confidence, but her cleavage as well. You don't believe it? Just take a look at Dianna, who is ample proof of the veracity of this statement.

Dianna, whose favorite saying is "Harley-Davidson gets better every year, and so am I," has been riding for quite a while already and has even been on these pages before (July '91), albeit on a Sportster. Apparently switching to this '99 FXLR has not only improved said cleavage, but also her outlook on life. That's right, size does matter, after all.

Although her bike's only 4 years old, Dianna, together with the "love of my life,"—'60s speedway racing legend Sonny Nutter—has already put some 120,000 miles on it, she told us proudly. "I've ridden across country to Sturgis twice, and many other places, including Canada. The engine was completely rebuilt at 110,000 miles last year," she says. "I've never had a break-down on the road, and this bike has always given me great pleasures."

Part of the pleasure stems from having made the bike all her own, with a new paint job by Rick Grindle: Dianna's favorite color, pink, with a splash of pearl in it "that gives it a fading look, accented with teal, various shades of pink, and a touch of orange."

Adding some testosterone to this otherwise totally femmed-out bike are an Andrews cam, Screamin' Eagle carb and ignition kit, Vance & Hines pipes, a Gates belt, Barnett braided cables, Ness bars, front laser lights, polished engine and cases, and a K&N air filter.

Dianna is proud of her bike and wanted more than anything to ride it in Harley's big 100th Anniversary parade in Milwaukee, but that seemed an impossible dream. Then, as all hope dwindled, Sonny won a ticket to participate in the big birthday parade. But shortly after, he crashed his bike on one of SoCal's notorious freeways. He damaged his bike and pride more than himself, but now he had no bike to ride in the parade.

Ahhh! Dianna thought, I've got the solution. At the time of this writing she was trying to talk Sonny into "either packing behind me on my bike, or me sitting behind him on my bike. I told him, with the helmet on, no one would recognize him." Did anyone who attended the big 100th parade witness a hot pink bike straddled by a macho stud in a full helmet and a bikeress with captivating cleavage?

—Tripper

Photos: Jimmy Wray

ReadersRides

Tony Miller
Essex, England
1998 Fat Boy

Hailing from sunny England, Tony had the misfortune several years ago of being sentenced to live in the drab and dreary San Francisco area. Luckily, it was only a couple of years, but during those tortuous days, Tony says, he'd occasionally go to visit Ron Simms' and Arlen Ness' shops to drool and to get some temporary relief. Or, since he couldn't afford their bikes, to torture himself some more…depending on how you look at it.

After finally being released back to England, Tony tried his best to forget everything about his horrible ordeal in California, but hard as he might try, those "dream machines" never did leave his memories. Facing utter madness and the complete loss of his mind, Tony decided to give into the madness by building "my own, ideal Fat Boy." While we don't know about his current mental state (we here at the rag all wish him a speedy recovery), there's ample documentation that his rehabilitation attempts were successful.

Twixt his sporadic, incoherent mutterings, Tony managed to relate some of the details of the building process. "It started off as a regular '98 Fat Boy, and almost all the parts were catalog purchased. As you can see, the end result shows both the Simms and Ness influence."

Poor bastard! Even 6,000 miles away, he was still haunted by his past. "You may wonder about the color," he says, correctly anticipating our reaction. "My favorite diner in the Bay Area was Mel's, in Walnut Creek, who had the best (egg white only) omelets, so it seemed a good choice to use Mel's colors to finish off my machine."

How much more of this can we take before bursting into tears? Alas, there it is: white wall tires, White Bros. Exhaust pipes and bikini handlebars, white custom seat, a Custom Chrome 7-gallon tank for those endlessly long roads through Essex, and so much more.

Tony is back in England now, where he enjoys year-round riding weather and gloatingly thumbs his sunburnt nose at us poor, deprived Californians.

—Tripper

Photos: owner

Mark Campiola
Wichita, Kansas
2000 Fat Boy

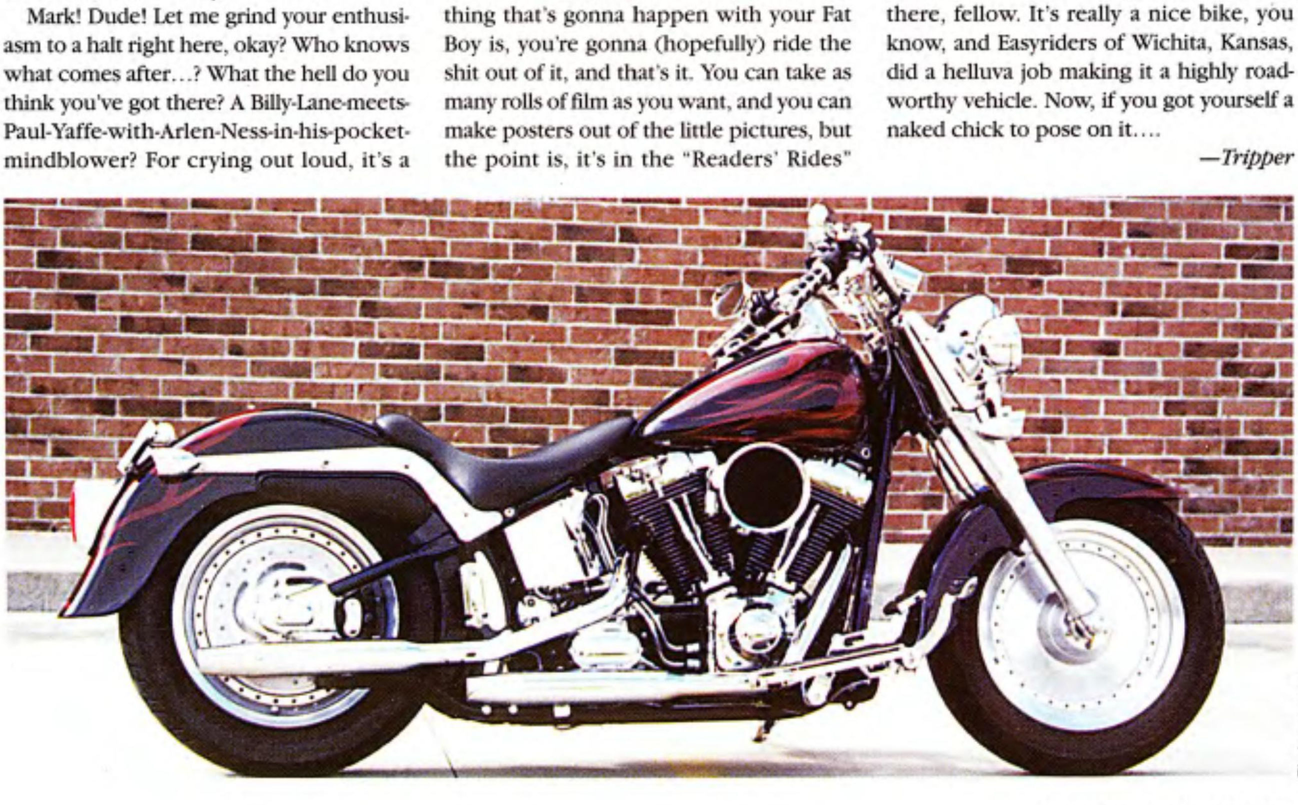
"...I've taken another roll of film and...I'm very excited about having the bike shown in the 'Readers' Rides' section of your mag and hopefully who knows what comes after...." is how Mark opens up his monologue about the virtues and frills of his Fat Boy.

Mark! Dude! Let me grind your enthusiasm to a halt right here, okay? Who knows what comes after...? What the hell do you think you've got there? A Billy-Lane-meets-Paul-Yaffe-with-Arlen-Ness-in-his-pocket-mindblower? For crying out loud, it's a friggin' Fat Boy with a ported and polished 95-inch Twin Cam and a 42mm Mikuni slapped on it. Oh, excuse me, there's Wood Night Prowler cams in there, and a set of Wiseco pistons, and a Crane ignition. Your Fat Boy is about as mind-blowing as the 50th rerun of *I Love Lucy*, where she works in this chocolate factory, see, and she's at the assembly line with her friend Ethel, and they're... aw, never mind.

What I'm saying here is that the only thing that's gonna happen with your Fat Boy is, you're gonna (hopefully) ride the shit out of it, and that's it. You can take as many rolls of film as you want, and you can make posters out of the little pictures, but the point is, it's in the "Readers' Rides" section. There's no pot of gold waiting at the end of the highway, and your bike ain't gonna tour any bike show circuit. So might as well get used to it and just ride the darn thing, get it dirty, get it wet, let it eat some major portions of asphalt. You'll have a lot more fun doing that than trailering it from one show to the next and never winning anything with a piece of mostly stock-looking piece of...Harley-Davidson.

But don't let me dampen your spirits there, fellow. It's really a nice bike, you know, and Easyriders of Wichita, Kansas, did a helluva job making it a highly road-worthy vehicle. Now, if you got yourself a naked chick to pose on it....

—Tripper



Photos: owner

ReadersRides

Mark Bloomingdale
Dublin, Ohio
2002 Special Construction

You gotta wonder about a guy who's got the Coors Light logo tattooed on his stomach. Is Coors Light that special in Ohio it warrants a life-long commitment? The answer is, of course, yes, if you're like Mark, that is to say, hops intolerant. While hops intolerance would spell doom, if not death, for most of us beer lovers, Mark figured out that he could drink beer made from hydroponic hops, of which Coors Light happens to be one of the very, very, very few.

Okay, enough with the public service announcements and on to Mark's bike. It took Mark, who makes his living as a chef, three and a half years to build from the ground up in his garage, with a fridge full of beer made from you-know-what and his buddy Mike Tatar at his side. Mike also knows how to tattoo, so he was very handy during "those frustrating times when parts didn't fit and things got rough," Mark says.

Why's that? Because that's when Mike would pick up his favorite tools and put another tattoo on Mark. "Instead of throwing things, I'd just sit down and get a tattoo. Getting inked always calmed me down immediately." That and a specially made pooh-pooh platter, I guess.

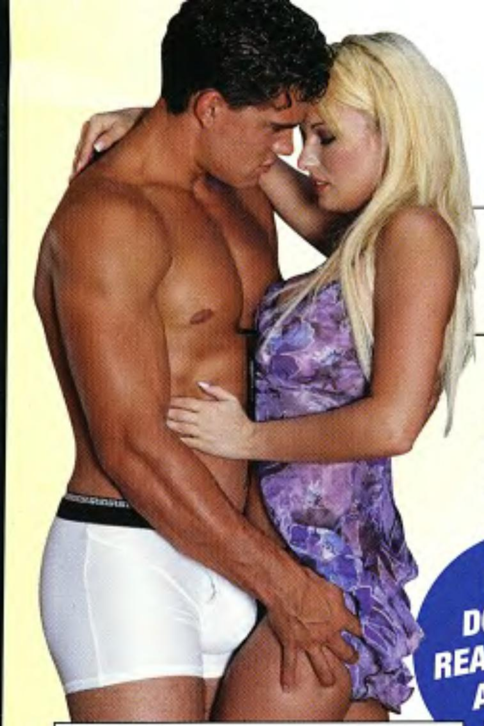
But during bouts of impromptu tattooing, Mark and Mike actually got stuff done. "It's amazing all the free catalogs you can get when people find out you're building a bike," Mark comments.

Lots of parts came from J&P Cycles, he says, and a lot of support and help came from Easyriders of Columbus, Ohio. "We started with the Superior hardtail frame and the Superior front end," Mark says, "and the last thing I bought was the 2002 Harley engine." In between came the S&S carb, the Vance & Hines Long Shots, the 2002 H-D tranny, the J&P fenders, handlebars, and oil tank, and lots more stuff.

Now that he's done, Mark not only thanks his wife, Pam, for her patience, but he's ready, he says, to build something really radical. The fridge is full of Coors Light, Mark's got plenty of skin set aside, and Mike's tattoo gun's loaded.

—Tripper

Photos: owner



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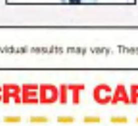
–TM, Oklahoma

"I don't mind telling you that... I went from 3-1/2" to 6". I'm trying for even more."
–RC, South Carolina

THE DOCTOR BEHIND MAGNA-RX+



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The summer pilgrimage to Sturgis, South Dakota, always brings with it surprises, adventure and with any luck a few tales to tell when ya get home. Whether it's a sudden downpour and wicked lightning, broken hardware on your bike or perhaps something a bit more enticing. Something like the inviting look in a li'l hardbelly's eye when she catches ya gazing at her fine curves as you're tossin' back a coldie, drinkin' in the sounds of the Fryed Brothers—as was the case when we met the lovely Dani.

THE MCC MONSTER IS LOOSE

Sturgis Tested

As luck would have it, our good friend Pat Matter, owner and president of Minneapolis Custom Cycles, heard I'd be flying into town for the event, so he brought along one of his Street Monster choppers, since I'd never had the chance to ride one and was gonna be otherwise bikeless this year. Nudging Pat as we enjoyed the tunes and watched the "scenery," I motioned towards the captivating brunette and winked. Pat grinned, slipped the keys to the Monster into my hand and said, "See ya back at the ranch." So with that, I made my way through the crowd and struck up a conversation with the lovely lass. We had a fine time enjoyin' the tunes, but it was the offer to hop on the Monster that made Dani's eyes really light up. (Try that with the offer for a ride in a mid-sized rent-a-cage).

As we made our way to the freeway, the powerful vibes of the MCC-prepped S&S 113 was beginning to make us both feel good. I was enjoying the surge of power the 100-plus ponies were providing when I twisted the wick and even more so, the way it made Dani hold on tighter. Being a real-deal biker chick, the lack of passenger accommodations meant nothin' to her and only made her hold on that much tighter. This is such a tough job we have.

Gregg Klopp, MCC's top wrench, knows how to squeeze every pony possible from the S&S package, and after the cases, barrels and heads are carefully polished—and this Street Monster was no exception—he gets each motor into top-notch tune. Droppin' into to high gear of the polished 5-speed found the two of us hurtling along at triple-digit speeds through the evening air of the Black Hills. It was biker nirvana.

After cruising far enough outside of town to get away from the crowds we stopped to stretch and got to talkin' as we quenched our thirsts. She commented on how she loved the stretched, rigid

Monster and asked me to tell her more. As I explained the geometry of the stretched Daytec frame she cooed and began to ask about the length of extension—of the forks, that is. She hung on every word as I told her about how another friend, Scott Daugherty, owner of Airea 5150 in Arizona, applies all of MCC's paint, in this case Hellacious orange with an old-school flame job. I went on about the massive rear tire and Spyke inverted forks, but her mind was on somethin' else. Like I said, she's a streetwise biker chick and knew an opportunity when she saw one. "Do you think I'd make a good model for the shoot?" she cooed seductively as she slipped out of her clothes. I could see immediately that she had the right moves as she slithered over the chopper in the moonlight. I told her where to meet us the next day and we took off to enjoy more of what the Black Hills had to offer.

The next day Pat, who along with his crew had made camp at the ranch we were using as home base, gave the nod to having Dani perch upon his Monster. Since I had to man the shutter, we had MCC's own Greg Klopp pilot the bike with the eager Dani hopping right on board, turning Greg's often serious look to an ear-to-ear grin. Dani has that effect on people—as do Pat's bikes.

For all the latest and greatest information, give MCC a call at 612-529-8446, or check out their cool Web site at www.mplscustomcycle.com for a better look at the features available and take a look at their full line of biker goodies. You can also ask 'em about their latest monster machine—the 145-inch S&S Tribute engine powered bikes. With 170 horsepower at the rear wheel, the newest addition to the MCC line is enough to send the weak at heart scurrying for higher ground.

—Boxcar

General
Fabrication: .. Minneapolis Custom Cycle
Year and make: .... 2003 MCC
Model: .... Street Monster
Assembly: .... MCC
Time: .... not long

Engine
Year: 2003
Builder: .... Greg Klopp/MCC
Ignition: .... Spyke
Displacement: .... 113 cubic inches
Cam: .... S&S .600
Carb: .... S&S Super G
Pipes: .... MCC

Transmission
Year: .... 2003 MCC

Painting
Painter: .... Airea 5150
Color: .... Hellacious orange with flames
Type: .... lacquer
Special paint: ...... Scott Daugherty

Frame
Year: .... 2003 Daytec
Type: .... rigid
Rake: .... 43 degrees
Stretch: .... 6 inches
Shocks: .... Progressive Suspension

Accessories
Handlebars: .... drag
Risers: .... built in
Handlebar controls: CCI
Fenders: .... Russ Wernimont
Headlight: .... billet
Speedo: .... VDO
Pegs: .... MCC
Foot controls: .... MCC
Gas tank: .... D&D
Oil tank: .... Daytec
Seat: .... Danny Gray
Mirrors: .... uh-huh
Grips: CCI
Oil system: .... S&S

Front end
Type: ...... inverted—12-inches over
Builder: .... Spyke

Wheels

Front
Make: .... MCC
Size: .... 21 inch
Tire: .... Avon Venom-X
Brake: .... Thunderheart

Rear
Wheel: .... MCC
Size: .... 18 inch
Tire: 250/40R-18
Brake: .... Thunderheart
Photos: .... Ken Ross

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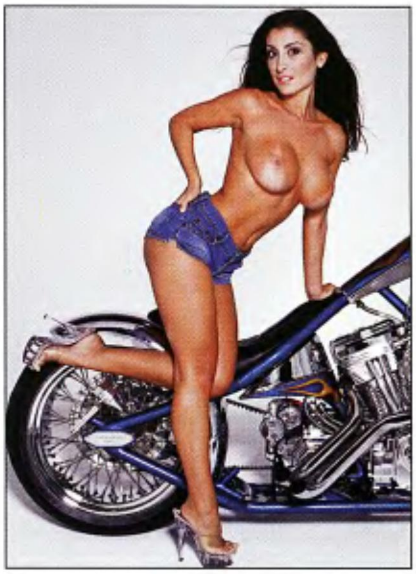
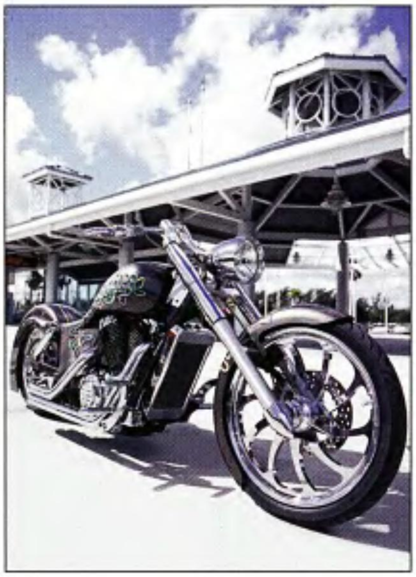


The November issue of *Easyriders* (No. 365) is a true collector's edition. Besides incredible coverage of the Sturgis Rally and Races we'll bring you all the new 2004 Harley-Davidson models and celebrate the 20th Anniversary of David Mann's famous *Ghostrider* painting with a tribute poster that will be a collector's item.

We'll also offer up some mighty wild custom rides from Central Coast Cycles, Matt Hotch, Gangster Customs, Eddie Trotta, Mitch Bergeron and we'll test ride Harley's Dyna T-Sport.

Our tech shed will feature a primer on fuel injection, and we'll take a look at how our *Easyriders*/J&P Cycles build-a-bike is coming along. All this plus a 32-page Sturgis Scrapboo" featuring the best from the Black Hills Run AND your special David Mann *Ghostrider* poster! *On sale October 7.*



The awesome October issue of *V-Twin* magazine (No. 30) offers up 10 incredible custom bikes as well as a ride to Laconia Bike Week. We'll visit Corbin to watch a seat being made from scratch while you wait. You'll also find an industry profile on Steve Seidner of Pro-One and we'll go behind the scenes at Custom Chrome. Find out how to camp out undercover in a road tale called Stealth Camping, meet master bike builder Tom Langton of Rumble Customs, and ride with us to our Dallas Bike Show. All this plus a Guide to Biketoberfest and an aftermarket Guide to Sheetmetal for your custom project. A 32-page newsstand outsert will offer an additional six-custom choppers to drool over! All this and more is coming your way in the outrageous October issue of *V-Twin* magazine! *On sale September 16.*

The October issue of *Biker* is chock-full of bitchin' events, fine bikes, and hot babes like sweet Krissi here on Bruce Mullin's righteous pan. Newsstand buyers will also get the annual 32-page Sweet Hog of Mine outsert. *On sale now!*

December's issue of *In The Wind* (No. 115), features war photos from our biker/warriors fighting in Iraq, scads of your flicks, Dee Dee on J.J. Ransom's high-end Road Glide, plus, an outsert on the Secrets of Bike Building. *On sale September 2.*

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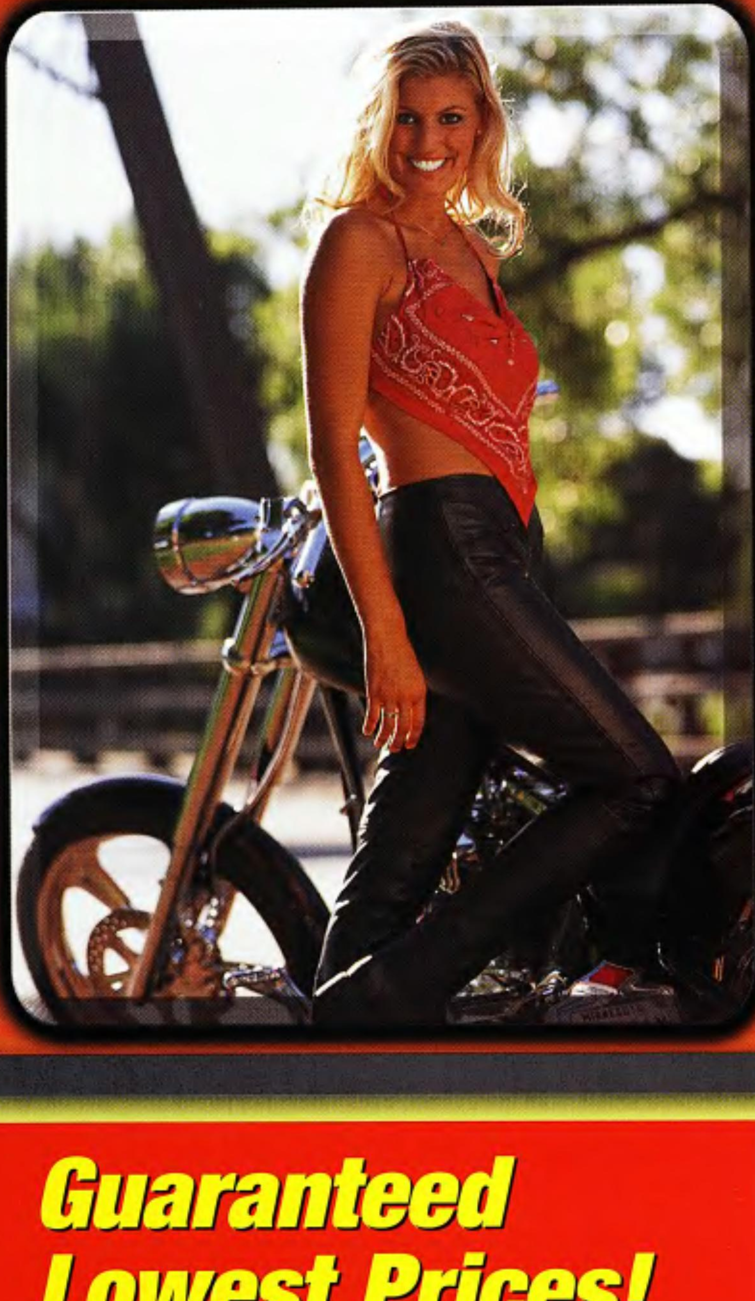

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